

CREAM!
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CREAM
See Advertisement
Last Page.

Hongkong Daily Press.

ESTABLISHED 1857.

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PORTLAND CEMENT.
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Hongkong, 9th June, 1913. [783]

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NAMAZUTA, SATO, SHINNEW
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Hongkong, 24th April, 1913. [609]

SIEN TING.

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 22nd September, 1913. [1101]

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BY popular English Manufacturers. In
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SMOKELESS POWDERS AND CHILLED

SHOT. From No. 10 to SSSG. at 60, 67

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ITES AND AIRY GUNS in Variety.

Inspection Invited.

W. SCHMIDT & Co.

Hongkong, 17th April, 1913. [589]

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IRON, Steel, Metal and Hardware Mer-

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TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. ... Every 15 minutes.

8.00 " " 10.00 " " ... " 10 "

10.00 " " 11.00 " " ... " 15 "

11.00 " " 12.00 p.m. ... " 15 "

12.00 p.m. to 1.00 p.m. ... " 10 "

1.00 p.m. to 1.15 " " ... " 15 "

1.15 " " 1.30 " " ... " 10 "

1.30 " " 1.45 " " ... " 15 "

1.45 " " 2.00 " " ... " 10 "

2.00 " " 2.15 " " ... " 15 "

2.15 " " 2.30 " " ... " 10 "

2.30 " " 2.45 " " ... " 15 "

2.45 " " 3.00 " " ... " 10 "

3.00 " " 3.15 " " ... " 15 "

3.15 " " 3.30 " " ... " 10 "

3.30 " " 3.45 " " ... " 15 "

3.45 " " 4.00 " " ... " 10 "

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Eldorado, by Baroness Orzy ... \$1.75 The Silence of Dean Maitland, by
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Moberly ... 1.75 Wrack, A Tale of the Sea, by Maurice
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The Opening Door, by Justus Miles
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Lord Stranleigh Abroad, by Robert Barr ... 1.75 How to Make a Small Business Pay ... 80

Large Selection of New Sixpenny Novels.

4 for \$1.00 [926]

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MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE TO APRIL 30TH, 1914.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped
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NORTH BOUND.

1st Class Fare	Shanghai (Steamer) ... Lv.	Forenoon	Mon.	Wed.	Fri.
\$ 40.00	Dairen (S.M.R. Train) ... Ar.	3.20 p.m.	"	"	"
Y 14.95	Mukden (") ... Ar.	11.25 "	"	"	"
Y 11.50	Changchun (") ... Ar.	11.50 "	"	"	"
R 9.60	Harbin (Russian Train) ... Lv.	8.00 "	"	"	"
	Shanghai (") ... Ar.	2.00 p.m.	"	"	"

Connecting at Harbin with { State Express from Moscow, Wagon-Lite for Moscow, State Express for St. Petersburg.

SOUTH BOUND.

1st Class Fare	Harbin (Russian Train) ... Lv.	Forenoon	Mon.	Wed.	Fri.
R 9.60	Changchun (S.M.R. Train) ... Ar.	6.30 "	"	"	"
Y 11.50	Mukden (") ... Ar.	7.00 "	"	"	"
Y 14.95	Dairen (") ... Ar.	1.50 p.m.	"	"	"
Y 40.00	Shanghai (Steamer) ... Lv.	2.10 "	"	"	"
	Shanghai (") ... Ar.	10.20 "	"	"	"

Connecting at Harbin with { State Express from Moscow, Wagon-Lite for Moscow, State Express for St. Petersburg.

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Sleeping Car Supplement and Express Extra Fee.
THE "SAKAKI MARU."—This vessel, which leaves Shanghai every Monday
and connects with the Wagon-Lite service on the Trans-Siberian Railway, is a new Turbine
Steamer of 3,450 tons specially built for the Shanghai-Dairen Line. She has a speed of 19
knots per hour, and is fitted with every up-to-date appliance for comfort, safety, and con-
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Three-Weekly Express Service between Changchun and Peking without change, establishing
direct link between the Trans-Siberian Express Service and the Imperial Japanese Govern-
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the NORDISCH REISEBUREAU; and the NIPPON YUSEN KAISHA, Shanghai; from whom
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and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.

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SOUTH MANCHURIA RAILWAY CO., DAIREN. [261]

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AND

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Hongkong, 1st April, 1913. [523]

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Carot Coupe-Tele, Landay ... 45
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Nigel Farward, Mrs. Baillie Reynolds.
Across the Footlights, Fergus Hume.
The Hidden Fear, James Blyth.
Selma of Selmingford, Bertram Mitford.
Carnival, Compton Mackenzie.
Where there's a Will, Everett-Green.
Mr. Marx's Secrets, Oppenheim.

80 CENTS EACH.

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The Viper of Milan, Marjorie Bowen.
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CLOTH, 50 Cents Each.

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Jim the Peman, Dick Donovan.
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In Spite of the Czar, Guy Boothby.
Only Betty, Curtis Yorks.
For God and the Czar, Maddock.
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A Man of Mark, Anthony Hope.
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LEDGERS

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[23]

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Length on Keel-Blocks. Breadth at Entrance on Bottom. Depth of Water on Keel-Blocks.

3 Dry Docks { No. 1 ... 510 77 ft. 23 ft.
{ No. 2 ... 350 53 ft. 24 ft.
{ No. 3 ... 714 ft. 88 ft. 34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.

The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready
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Lifting Power. Max. Length of Ship taken in. 55 ft. 26 ft.

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Max. Draft. " " " " " " "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Sheerlegs, capable of lifting 40 tons weight.

ANY ORDER'S WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

28th May, 1913. [720]

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HONGKONG HOTEL.

Recently Refurnished and Redecorated.
Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe.
Bedrooms with European Bath and
Lavatory attached.
Perfect Sanitation.
A LA CARTE GRILL ROOM.

26] J. H. TAGGART, Manager

KING EDWARD HOTEL.

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All Electric Trams Pass Entrance
One Minute's Walk from Ferry.
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European Baths and Sanitary Fittings.
Hot and Cold Water System Throughout.
Best of Food and Service.
Hotel Launch Meets All Steamers.
Telephone No. 373.
Tel. Address: "VICTORIA."
R. H. NORTH,
Manager.

68] GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE
HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT

THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and
is now luxuriously furnished and up-to-date
in every respect, situated in the most central
position. Large and Airy Rooms, Hot, Cold,
and Shower Baths, Electric Light Throughout
and Fans. Large and Comfortable Lounge,
Private and Public Bars and Billiard Rooms.
CUISINE ENTIRELY UNDER EURO-
PEAN SUPERVISION, Sanitary Arrange-
ments of the latest, HOTEL LAUNCH
MEETS ALL STEAMERS. Monthly Rates
for Tiffin and Dinner. Special Rates for
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Comfort, Health and Convenience. Telephones

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European Runner meets Steamers.

P. O. PEUSTER,
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PRIVATE HOTEL.

STANDING in its own grounds, with

Tennis and Croquet Lawns, Large

Airy and Well Furnished Rooms, every home

comfort. Fine View of the Harbour.

Apply to—Mrs. F. W. WATTS,

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Telegraphic Address: "VICTORIA, SHAMEN."
SITUATED ON THE BRITISH CONCESSION.

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MACAO.

Telegraphic Address: "FARMER, MACAO."

SITUATED IN THE CENTRE OF PRAYA GRANDE.

Both Hotels electrically lighted, and under

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GUIDES AND CHAIRS PROVIDED.

Every Information and Special Attention

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REASONABLE RATES.

WM. FARMER,
Proprietor.

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STORE.

Photographic Goods of Every Description

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Developing, Printing and Enlarging.

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CHAMPAGNE DE ST. MARCEAUX,

1906 VINTAGE, WAS THE ONLY
CHAMPAGNE ON THE MENU.

CHAMPAGNE DE ST. MARCEAUX & Co.,

REIMS,
IS A GUARANTEED VINTAGE
WINE.

It is the most Popular Wine in England and
Europe to-day and invariably figures on the
menus of Banquets, Dinners, and Suppers
given by Ruling Monarchs, Ministers of
State, Merchant Guilds, Sporting Clubs,
etc., etc.

CHAMPAGNE DE ST. MARCEAUX & Co.,

VIN BRUT AND VERY DRY.
PRICE PER CASE } 1 doz. Qts. \$57.00
INCLUDING DUTY, } 2 " " \$59.00

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A. S. WATSON & CO., LTD.,

WINE & SPIRIT MERCHANTS,
HONGKONG.

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ONLY communications relating to the
news column should be addressed to THE
EDITOR.

Correspondents must forward their
names and addresses with communica-
tions addressed to the Editor, not for
publication but as evidence of good faith.
All letters for publication should be
written on one side of paper only.

No anonymously signed communica-
tions that have already appeared in
other papers will be inserted.

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Codes: A.B.C. 5th Ed. Lieber.
P.O. Box, 34. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VUEX ROAD V.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG: SEPTEMBER 24th, 1913.

We are often asked whether the Govern-
ment cannot in some way intervene to stop
the notorious activities of property brokers
and others which have caused and are still
causing rents to soar in Hongkong to an
extent which menaces the permanent
interests of the port. Property values in
Hongkong have been enormously inflated in
recent years by the pernicious operations
of a handful of brokers whose only concern
is, of course, for the commission they may
earn. We are referring more particularly
to Chinese property, or to such property as
can be let for occupation by Chinese.
As everybody knows, there has been very
great pressure on the accommodation for
Chinese in the Colony during the past year
or two, the chronic state of unrest in
Canton having frequently caused a sudden
influx of Chinese into Hongkong from
Canton and districts. When the first
revolution broke out in 1911, and again a
few months ago, it was estimated that
between 50,000 and 70,000 people had
sought refuge in Hongkong, and the pressure
on the available house accommodation
can be well understood. At such a time the
Government showed no disposition to
enforce the law against overcrowding and
Chinese householders took full advantage
of Jove's nodding. Here, too, was the oppor-
tunity of the property broker. Wealthy
Chinese had brought large sums of money for
safety to Hongkong, and what could possibly
appeal to them as a safer investment than
house property in an overcrowded British

Colony? We doubt whether there has ever
been in the history of Hongkong any five
years which can equal the last quinquen-
nium in the number of property sales
which have taken place, and certainly
property has never fetched such a price as
it has done of late. We are informed
that the *modus operandi* is that a
landlord inclined to sell is persuaded by
the broker to put up the rent of the
property. The tenant, owing to the
lack of vacant houses, has practically no
option but to pay, and he submits. With
the higher rent returns the broker is able
to get a bigger price for the property. This
is the kind of thing that is continually
going on in Hongkong. How can the
Government check it? "Banish the
Chinese brokers as undesirable persons"
is one reply made to our query. But we
believe the brokers are not exclusively
Chinese subjects. The two men whose
names are commonly associated with the
starting of this little game certainly could
not have been banished in that way. One
way in which it could be effectually checked
would be for the Government to rigidly
enforce its overcrowding regulations. It is
a common thing, we are told, for 60 or 70
people to be occupying an ordinary
Chinese flat in some parts of the city.
But if the Government enforces their
regulations against overcrowding, where
are the people to go? The answer
is that house accommodation is obtainable
on the other side of the harbour. The
overcrowding of the city is a menace to the
public health, and the high rents and the
increasing cost of Chinese food—notably
pork—are obviously detrimental to the
port economically. Scores of houses built
for occupation by Europeans are now
in the hands of Chinese owners and
let at greatly enhanced rentals to Chinese,
who, as a rule, swarm in such houses.
There are several important schemes in
hand at the present time which will go
to relieve the hard conditions under which the
European of the mercantile class and
artisan class are at present living, but we
know of no enterprises of the kind which
directly aim at lowering the rentals of
Chinese property. The problem is one which
certainly calls for the earnest consideration
of the Government. Only this week we have
heard of a case of a Chinese tenement
changing hands and the rent of the
flats being exactly doubled. That rent
can only be paid at the cost of a
serious overcrowding of the premises.
If no overcrowding be allowed, it is
obvious that these greatly enhanced rentals,
if the property lets, become simply addi-
tional taxation on the trade of the port,
for the inevitable result of the increasing
cost of living is a demand for increased
remuneration of labour—and this must
all tend to divert trade to less expensive
ports. This question and the further one of
what seems a wholly unjustifiable increase
in market prices are worthy the attention
of a Commission of Inquiry.

The 350th case of plague this year was
notified yesterday.

Mr. José Jorge Rodrigues dos Santos,
of the Portuguese Legation in Peking,
has arrived in Tokyo to take charge of
the Legation there.

The police have been informed by a
Chinese tailor, of 80, Queen's Road
Central, that someone has stolen from
his cubicle nine pieces of clothing, valued
at \$70.

A Chinese newspaper has had stolen
from its premises in Gough Street between
the 17th and 22nd inst. 250lbs. of lead
sheeting and 250lbs. of lead type, to the
value of \$150.

Mr. R. de B. Layard, who has been
for some time British Consul-General at
Kobe, and is now in England, will on his
return to Japan succeed Mr. J. C. Hall,
as British Consul-General at Yokohama.
Mr. Hall is retiring from the Consular
service.

The mistress of a licensed harbour
boat informed the Water Police that
whilst rowing her boat off Wan-chai the
steam launch *Glacia* collided with and
overturned her craft. The crew were
precipitated into the water, but were
rescued by people on the launch. She
estimates the damage to her boat at \$50.

Inspector Gerrard charged a Chinese at
the Magistracy yesterday with stealing
from a wrecked junk at Yaumati Bay 36
packages of satin thread and seven rolls
of satin, valued at \$69.49. He was
sentenced to four months' imprisonment
and four hours' stocks by Mr. Hazeland.
—A similar sentence was imposed on a
Chinese for stealing from the same junk
52 pieces of white summer clothing, 85
pieces of Chinese coloured satin, and 80
boxes of coloured satin thread, to the
value of \$617.60.

Mr. and Mrs. Arthur Chapman, Mr.
and Mrs. A. Seth and Mr. and Mrs. E.
A. M. Williams returned to the Colony
by the *Kamo-maru* yesterday.

Mr. J. N. Wardrop has been appointed
an acting member of the British North
Borneo Legislative Council, representing
the European and mercantile communi-
ties, during the absence on leave of Mr.
W. G. Darby.

Miss Maud Allan's agent, in a letter
to the *Bombay Press*, attacks the strong
agitation against her appearance in
India on the ground that Indians should
not be deprived of "a great opportunity
of having a spiritual impulse given to
their national dancing."

Mr. Frank Lamert asks us to state
that he did not see a Chinese jump into
the water near the V.R.C. on Thursday
night last, during the typhoon. What
he informed the police was that one of
the boys employed at the V.R.C. reported
to him that such an occurrence had taken
place.

At the Magistracy yesterday, before
Mr. J. R. Wood, four men were charged
with being concerned together in the
dumping of the body of a seaman at Centre
Street, in the West Point district. It
appears that the deceased had been
brought from a ship in the harbour a
few days ago, and died in a seaman's
boarding-house, where the first three
defendants, who were also seamen, were
staying. The men dumped the body on
the street. The first man was fined \$100,
the second and third \$25 each, and the
fourth, a street coolie, \$10.

Before Mr. F. A. Hazeland at the
Magistracy yesterday, an American blue-
jacket named Edward Massey was
charged with assaulting a night-soil
woman in the Wan-chai district, and also
with assaulting a Chinese constable. It
was alleged that the defendant interfered
with the woman at about 2.15 a.m. on
Tuesday morning, and that when a
Chinese constable came to her assistance
the defendant struck him. Defendant
pleaded not guilty to both charges. After
hearing evidence, his Worship said he
found the first charge proved, but he was
not satisfied on the second charge—that
of assaulting the constable. Defendant
was fined \$7 or 14 days.

That China offers an immense field for
the disposal of kerosine and other
petroleum products is a well-known fact,
remarks *The Financial News*, and with
the more rapid opening up of the country
the market will undoubtedly expand very
freely. It is therefore interesting to note
the recent formation of two companies,
evidently identified with the Shell
interest, for the purpose of carrying on
oil business in China. One is the Asiatic
Petroleum Company (North China), with
a capital of \$500,000, and the other is the
Asiatic Petroleum Company (South
China), with a capital of \$350,000.
Another recent addition is that of the
Asiatic Petroleum Company (Siam), with
a capital of \$75,000. The original Asiatic
Petroleum Company has a capital of
\$2,500,000, and is an important factor in
the Shell organisation.

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP.

The monthly competition for qualifi-
cation to play off for the above Cup and
the Monthly Pool took place over Happy
Valley, 5th and 7th inst.

*Richard Hancock	91-14-77
Major Pritchard	84-15-79
N. L. Smith	81-7-79
F. W. Carey	81-14-80
A. K. Henderson	94-14-80
Captain Saxton	95-14-81
J. T. McMurtrie	82-8-82
A. C. E. Elborough	90-8-82
J. Owen Hughes	101-18-83
W. D. Kraft	88-4-84
G. W. Roome	109-18-91
Dr. Lindsay Woods	85-8-85

* Qualifies for Cup.

*Richard Hancock	81-14-77
A. H. Crow	84-7-77
Major Pritchard	84-15-79
N. L. Smith	85-7-79
A. K. Henderson	94-14-80
Captain Saxton	95-14-81
J. T. McMurtrie	82-8-82
A. C. E. Elborough	90-8-82
J. Owen Hughes	101-18-83
Rev. Foster Peck	83-1-83
W. D. Kraft	88-4-84
Captain James	94-9-85
F. W. Carey	103-14-85
G. W. Roome	109-18-91

70 Entries.

* Divide Pool.

A Manila paper last Friday came out
with an alleged Peking telegram, dated
the 18th inst., which bore in bold black
type the following headlines:
GENERAL LUNG ASSASSINATED
IN CANTON CITY.
INVITED TO DINNER BY CHIEF OF POLICE AND
KILLED BY HIS HOST. REPRISAL IS
FEARED ON PART OF YUAN SHIH-KAI.
(Special to the *Cablenews*.)
—Extra special!

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE HOME RULE CONTROVERSY. PREPARING FOR WAR IN ULSTER.

LONDON, September 23rd.

The *Westminster Gazette*, referring to
the suggestion in the *Daily Chronicle*
that Sir Edward Carson be prosecuted
and removed from the Privy Council,
says he would not have just cause for
complaint if either course were taken, but
it has to be remembered that all things
lawful are not expedient. It has to be
considered whether the mischief will be
cured or aggravated by putting the law
in motion. If it was considered that the
military preparations in Ulster consti-
tute a public danger, then clearly the
Executive must take action, if advised
that a prosecution would lie.

The Parliamentary correspondent of
the *Liverpool Courier* says that he has
the personal authority of a most eminent
politician for stating that he is absolutely
assured that the country will be consulted
before the Home Rule Bill receives the
Royal Assent.

The *Daily News* says it is amusing to
watch the efforts of the Opposition Press
to swell the advertisement exhibition of
"Carson Brothers" in Ulster. Only the
simple expect the Government to choose
the hour and method to deal with the
offenders. The Government can afford to
wait, as there is already a strong
prospect of the Ulster campaign ending
in derision.

THE ULSTER VOLUNTEERS.

Major-General Sir W. T. Adair,
K.C.B., has been appointed Adjutant-
General of the Ulster Volunteers, and
Colonel G. W. Hackett Pain, C.B., who
distinguished himself in several Egyptian
campaigns, has been appointed Chief of
Staff.

The *Evening News* states that in the
event of hostilities Boer tactics will form
the basis of the operations.

EFFECT OF SIR EDWARD CARSON'S ORATORY.

Mr. Fred Maddison, the Labour
leader, in a letter to the *Times*, states
that the fact that Sir Edward Carson is
saying and doing what he admits is
illegal without the condemnation of "the
party of law and order" is having a
serious effect on Labour opinion. It is
playing into the hands of the disorderly
element which is now giving such trouble
to the responsible Trade Union leaders.

BRITISH ARMY MANŒUVRES.

WAR IN THE AIR.

LONDON, September 23rd.

The first day of the Army manœuvres
was practically war in the air. A dozen
aeroplanes were engaged on each side.
The enemy's aeroplanes attacked the
airship *Della*, which was put out of
action. The race for the possession of
the Ouse between Buckingham and
Leighton Buzzard resulted in favour of
the White cyclists.

AVIATION ACCIDENT IN ENGLAND.

LONDON, September 23rd.

The Army aviator, Lieutenant Chin-
nery, in the course of scouting manœuvres
at Rugby with a passenger, fell 150 feet.
Lieut. Chinnery broke a collar bone, and
the passenger was badly cut about the
head. They were sent to hospital.

CHANCELLOR OF THE EXCHEQUER AND THE CECIL FAMILY.

LONDON, September 23rd.

Mr. Lloyd George, in a letter following
up the correspondence between himself
and Lord Welmer, mentions attempts to
carry an amendment to a certain Street
Improvements Bill, specially favouring
the property of the then Premier, Lord
Salisbury, and two other cases of members
of the Cecil family, whom he does not
name, in which he asserts that private
interests clashed with public duty. The
Chancellor concludes with an allusion to
"the suspicious way that the greatest of
all Cecils originally acquired his
property, giving the Marquis of
Salisbury his only consequence in the
State."

INDIAN FINANCIAL CRISIS.

LAHORE, September 23rd.

The other Indian banks appear to have
weathered what was undoubtedly a
sudden and exceptional storm.

[THROUGH REUTER'S AGENCY.]

NEW BISHOP FOR NORTH CHINA.

LONDON, September 23rd.

A well-known missionary in China, the
Rev. F. L. Norris, M.A., of the Church
of England Mission, Peking, has been
nominated to succeed Bishop Scott, who
is resigning the Diocese of North China.

THE COLLAPSE OF THE RAILWAY STRIKE.

LONDON, September 23rd.

The strikers at Birmingham and Liver-
pool have resumed work.

General relief is felt at the relaxation
of the tension. Interest at present centres
in the Conference at the Board of Trade
Office. The determined attitude of the
men causes misgiving, and their represen-
tatives declare that they will not tolerate
further postponement.

THE LONDON BUSMEN'S THREAT TO STRIKE.

LONDON, September 23rd.

The leader of the Taxi-Drivers' Union
has announced that they were prepared
to assist the omnibus drivers to the extent
of £10,000 a week if necessary.

A conference between the Busmen's
Union and the Omnibus Companies,
presided over by Sir George Asquith, has
resulted in a settlement of the threatened
strike in London.

LATER.

The agreement between the busmen and
the Companies, which averted an omnibus
strike throughout London, provides for
the recognition of the Busmen's Union,
besides permission to the employees to
wear the Union badge and the re-instate-
ment of the strikers. The busmen under-
take to refrain from sympathetic strikes.

The Conference was conducted in a very
friendly spirit, and the Company pro-
vided buses to convey the men home from
the midnight meetings at which the
settlement was announced.

THE POSTAL EMPLOYEES' DEMANDS.

AN ADDITIONAL EXPENDITURE OF
£10,000,000.

LONDON, September 23rd.

The Post Office, in a detailed statement
dealing with the refusal of the Postmen's
Federation to accept the Holt Report,
gives statistics showing that postal
employees' wages compare favourably
with those in other callings, like police-
men, signmen, and firemen, and says
that the demands of the men, if granted,
would mean an additional expenditure
of £10,000,000. The recommendation of
the Holt Commission, involving an
expenditure of upwards of £1,000,000,
was still being considered, and if adopted
a reduction in the Post Office contribution
to the National Revenue would have to
be met by additional taxation.

LATER.

A joint Conference of the Telegraph
Clerks' and Postal Clerks' Associations
at Liverpool rejected the Holt Com-
mittee's recommendations. Speakers
intimated a probable amalgamation of the
two Associations, eventually including all
the postal servants.

FRANCE AND KING CONSTANTINE.

LONDON, September 23rd.

The bulk of the French papers are
satisfied with King Constantine's speech,
which was of unusual length as a reply
to a toast, and they regard it as closing
the incident. Several important journals,
however, consider that the speech effaces
nothing.

OBITUARY.

LONDON, September 23rd.

Sir Albert de Rutzen, late Chief Magis-
trate of Metropolitan Police Courts, has
passed away in his 83rd year.

The death is announced of Lord De
Freyne, late Colonel of the 5th Batt.
Connaught Rangers, at the age of 58.
[The deceased, who was the fourth Baron,
owned 89,000 acres. He is succeeded by his
son, the Hon. A. R. Freyne.]
The death has occurred of Vice-Admiral
Sir John Fellowes, K.C.B., at the age
of 70.

[The late Admiral served in the Egyptian
War in 1882, and was A.D.C. to the Queen
in 1892-95. He was Superintendent of the
Sheerness Dockyard from 1894 to 1895 and
was subsequently second in command of the
Channel Squadron.]

[THROUGH REUTER'S AGENCY.]

BRITISH BIRTH-RATE.

"LOWEST OF RECORD."

LONDON, September 23rd.

The birth-rate for 1911 was the lowest
on record, being only 24.4 per thousand—
2.8 below the average for the preceding
ten years. The marriage rate was 16.2,
which was a slight increase.

SIR WILLIAM LEVER'S MUNIFICENCE.

LONDON, September 23rd.

Sir Williams Lever, Bart., has given
£10,000 yearly to build and endow a new
Grammar School for boys and girls at
Bolton.

[The telegram does not say how long this
annual gift is to continue.—Ed.]

FUNERAL OF MAYOR GAYNOR.

NEW YORK, September 23rd.

Over 100,000 persons lined the streets at
the funeral of the late Mayor Gaynor,
and there were 20,000 people in the pro-
cession.

THE "KONGO" AT THE CAPE.

CAPE TOWN, September 23rd.

The big Japanese battle-cruiser, the
Kongo, has arrived at Simonstown on
her way to Japan.

MESSRS. PEARSONS' CONCESSIONS AND THE MONROE DOCTRINE.

LONDON, September 23rd.

The Washington correspondent of the
Times says that the concessions reported
to have been obtained by Lord Murray,
on behalf of the famous firm of Messrs.
Pearson, Ltd., are exciting curiosity as
to whether they are in conflict with the
Monroe doctrine.

THE RIOTS AT DUBLIN.

HEAVY LIST OF CASUALTIES.

LONDON, September 23rd.

Seven police and 35 civilians were
conveyed to hospital on Saturday evening
as a result of the riots.

MR. HENRY KESWICK, M.P.

TO RESIDE AT TYRELL'S WOOD.

Mr. Henry Keswick, M.P., of Messrs.
Jardine, Matheson & Co., who recently
has been living in London, has purchased
Tyrell's Wood, a well-known and beauti-
ful country seat near Leatherhead,
Surrey. Mrs. Keswick has lately been
staying at Cowhill Tower, Dumfries
Scotland.

Tyrell's Wood is a very lovely seat
situated about one and a half miles from
Leatherhead Station. Situated over 300
feet above sea level the house commands
a magnificent view of the country all
around, including Runmore Common and
Epsom Downs. The house is of red brick,
and contains twenty bed and dressing
rooms, a drawing-room over 34 feet in
length and an oak panelled dining room
25 feet long. There is a fine entrance hall
with oak paneling. Mr. Keswick has
purchased some 250 acres of the land
surrounding the house. The gardens are
exceptionally beautiful, and contain
many fine specimen trees. Mr. Keswick
will probably take up his residence in
about six months time.

ADMITTED TO PRACTICE IN SHANGHAI.

MR. CHALONER G. ALABASTER.

In H.B.M.'s Supreme Court last week
before Mr. F. S. A. Bourne, C.M.G.,
Acting Judge, Mr. R. N. Macleod, Acting
Crown Advocate, made an application
for the admission to practice of Mr.
Chaloner Grenville Alabaster. Mr.
Alabaster, he said, was a barrister-at-law
and had been called to the English Bar
on 15th June, 1904. Since that time he
had been practising in Hongkong. His
papers, which had been filed, were in
order, the usual course having been
followed. Just now Mr. Alabaster was
away from Shanghai. He was here a
week ago before His Lordship returned
from the North and had requested Mr.
Macleod to make this application. Mr.
Alabaster at that time informed him that
he would be back in Shanghai on or
about 2nd October, but by that time His
Lordship would be again away from
Shanghai. He therefore made the applica-
tion in Mr. Alabaster's absence and
asked His Lordship to admit him on his
signing the roll later when he came to
Shanghai. The circumstances were
slightly different to the usual course but
Mr. Alabaster had been here already once
and would be here again and on both
occasions it was impossible for him to
make the application to the Court.

His Lordship said he believed Mr.
Alabaster practised in Hongkong and
therefore he had a long journey to reach
Shanghai and could not be expected to be
here at short intervals. Unfortunately
when Mr. Alabaster was here the other
day his Lordship was away and on his
return he would unfortunately be away
again. That was no fault of Mr.
Alabaster's and although he ought to be
here to join in the application for his
admission he thought he could—and did
admit him with great pleasure. On his
return it would be seen to that he signed
the roll.

大六八

CANTON NOTES.

[FROM OUR CORRESPONDENTS.]

CANTON, September 22nd.

THE PAPER CURRENCY.

Another attempt has been made by the Government to force the public to accept Kwangtung notes at par with subsidiary coins, under pain of severe punishment. In a lengthy notice issued yesterday, the Governor-General points out that the notes issued by the Kwangtung Government during the new régime and the Taing dynasty put together only amount to \$27,000,000 and not to as much as forty to fifty millions, as has been mischievously rumoured by ignorant people. Schemes, the notice adds, are under consideration to maintain the value of the paper currency, and these will be soon carried out: besides which, the Central Government has been requested to remit ready cash to Canton for this purpose and extra quantities of silver coins are being minted. The notice ends with the statement that hereafter persons who discount the Government bills will be subjected to heavy penalties. Apparently the notice is having, as yet, very little effect on the public. It may be recalled that similar attempts were made by Tuhuh Lung's immediate predecessors, but all of them proved abortive.

Some little time ago, the Governor prohibited the circulation of all notes that bear the stamp with characters representing "Commander-in-Chief's Headquarters, Yuan Attacking Army." It is now notified that holders of these notes can exchange them for unchopped notes at the Treasury at any time within a month from the 21st instant.

INCIDENT MUTINY SUPPRESSED.

On Saturday, Leung Kwok Ki and Kwok Yün Chi were shot by order of the Tuhuh for endeavouring to induce the soldiers at the Yamen to rebel against the Government. After having been tried by court-martial on the 19th, at which the prisoners are said to have straightforwardly acknowledged their crime, they were temporarily detained in the Yamen. Somehow or other Leung Kwok Ki managed to untie himself on the following morning and succeeded in getting through two of the gates unnoticed, but was re-arrested at the third gate. Probably this is how the rumour that gained currency in Hongkong a few days ago, to the effect that an attempt had been made on Governor-General Lung's life, came about.

Recently some rebels approached Ng Pay Tai, the surrendered pirate chief of the East River Districts, to support their conspiracy and offered him a thousand dollars as an incentive. Ng, however, did not entertain their request and handed over the \$1,000 to the Governor-General.

Owing, presumably, to the renewed activities of the Southern rebel leaders, who have sought shelter in Hongkong, Macao and the Straits Settlements, the Admiralty has notified the local Government that the cruisers *Hai Kwang* and *Loong Seng* will be dispatched to Kwangtung on the 23rd instant to cruise in Southern waters.

THE NEW CIVIL ADMINISTRATOR.

A telegram has been received from Li Hoi-sin, the newly-appointed Civil Administrator of Kwangtung, who has arrived in Shanghai, to the effect that he will reach Canton on or about the 27th of this month.

PUBLIC EXPENDITURE.

Governor-General Lung, a few days ago, impressed upon a large gathering of officials the necessity of exercising every economy over public expenditure, and dispensing with the services of superfluous civil servants.

The following figures may be interesting to the public:

AVERAGE MONTHLY EXPENSES.	
Department of Interior Affairs	587,425
Foreign Affairs	11,152
Finance	260,822
Land Army	1,650,475
Navy	93,931
Department of Industries	106,019
Commerce	17,241
Labour	6,009
Department of Forestry	59,854
Education	6,105
Bureau of Communications	1,861,969
Government Mint	4,852
Gov. Specie Depot and sub-Depots	
Total	84,665,854

The following notes were delayed in transmission.

THE SHOOTING OF CHAN KING-WAH.

The shooting of Chan King-wah still continues to be the principal subject of gossip amongst the Chinese, and whilst the public verdict is overwhelmingly in favour of his being put to death, much dissatisfaction is expressed at the manner in which it was done.

It has now leaked out that Governor-General Lung was reluctant to put him to death, and is said to have dispatched two telegrams to Peking, after receiving the President's instructions, praying that leniency be extended, but these pleas were not entertained. One of the papers reports Governor-General Lung as having

remarked to some of his subordinate officials that, although Chan King-wah's treasonable actions quite justified his unpleasant fate, he much appreciated the work he had done for the province and the dexterity with which he controlled the police and maintained order during the recent revolt, and "therefore he intended to pay his family a sum of money as a tribute."

"TO ASSASSINATE GENERAL LUNG"—AN OLD STORY.

A gunboat which returned from the West River a few days ago brought down one Yau Chi-hon and another man, who were sent to the Yamen for trial by court-martial. It is said that Yau Chi-hon was employed by Chan Kwing-ming to assassinate Lung Chai Kwong, when the latter was coming to Canton with his troops some months ago. He was arrested in a boarding-house at Do Sing, and in his possession were found a bottle of explosives, a Browning pistol, a case of empty shells and similar articles. The other man is his assistant, who was also employed by Chan Kwing-ming to assist in the desperate act.

KWANGTUNG'S NEW CIVIL ADMINISTRATOR.

It is reported that, owing to the disinclination of Chan Chao-sheung to accept the Civil Administratorship of Kwangtung, Li Hoi-sin has been appointed to that post. Mr. Li is a celebrated scholar and was a Taotai in the Kwangsi province under the old régime. He also represented Kwangsi at the Military Conference held at Peking soon after the Revolution, and is said to have shown great abilities as a soldier. He was recommended by both ex-Viceroy Chan Ming-kay and Luk Wing-ting, the present Tuhuh of Kwangsi, and his appointment seems to be a popular one.

THE COMMISSIONER OF FINANCE.

It is learned that Mr. Woo Ming-poon, the Acting Commissioner of Finance, has asked the Governor-General to appoint another official to act as Commissioner of Finance, pending the arrival of Mr. Yin Ka-chee, as he finds it difficult to discharge his onerous duties satisfactorily in the treble capacity of Acting Commissioner of Finance, Head of the Preparatory National Taxation Office and Private Secretary to the Tuhuh. Governor-General Lung has telegraphed to Mr. Yin Ka-chee, who is at present in Shanghai, urging him to promptly return to Canton.

PRESIDENT AND CONSTITUTION.

THE PROPOSED ELECTION LAW.

The Bill governing the election of President contains the following provisions:

I.—The qualifications of the President shall be those of Chinese citizenship.
II.—The election shall be by an electoral college organized by Parliament. There shall be secret voting, and a three-fourths majority shall be necessary. If no one obtains sufficient votes, the highest two shall be voted upon again, and the one obtaining the greater number shall be duly elected.

III.—The period of office shall be six years. Three months prior to the expiration of the term, the Electoral College shall elect a successor. The President shall not be re-elected.
IV.—The President shall swear allegiance, that he will most sincerely obey the Constitution, and discharge the duties of President.

V.—Should the Presidency become vacant or the President fail to discharge his duties on account of mental disease, the Vice-President shall act, but the Electoral College shall meet and elect a successor within three months. If such a convocation is not made, Parliament shall execute a convocation. Should the Vice-Presidency become vacant at the same time, or the Vice-President be unable to act as President, the Cabinet shall officiate.

VI.—The election of the Vice-President shall be similar to that of the President, and also shall be held simultaneously. It is noted that before the completion of the formal Constitution regarding the duties and privileges of the President, the Provisional Constitution shall be followed.

The election of the President is to take place on October 10th.

HIGH PRICE OF CHINA TEA.

The Dutch Consul-General at Peking says that the high price of China tea is locally ascribed to the profits charged by the middlemen, which raise it far above its original level of cost. The outlook for medium sorts of black China tea is not considered to be good. The cost of planting is low; the planter gets more for his tea than he did 50 years ago. Packing and forwarding, too, cost very little. The annual report is rather declining than increasing. Thus, the average export between 1888 and 1892 was 242,213,000 English lbs, and in 1911 it was only 195,040,400 English lbs. India and Java teas are competing fiercely with China tea, even on those markets where the China tea had long taken up a firm position. During the last 20 years the importation of China tea into Russia has declined from 60 per cent. to 40 per cent. of the total amount of tea imported into the country. It is stated that America also is losing her partiality for China tea. The conclusion of the report is to the effect that one must expect, unless the cost of China tea is very much reduced, that its export will be constantly diminishing. The report is a general one, and makes no specific reference to the exceptional circumstances that prevail in China at the moment.

SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held in the Board room yesterday, Mr. D. W. Trainman (President) presiding. There were also present:—Hon. Mr. W. Chatham (Vice-President), Hon. Mr. E. R. Hallifax (Director of Chinese Affairs), Hon. Mr. E. A. Hewett, C.M.G., Colonial Younan (Principal Medical Officer), Dr. F. Clark (Principal Officer of Health), Dr. W. W. Pearse (Assistant Medical Officer of Health), Mr. Ng Han Taz, Mr. Chan Kai Ming and Mr. W. Bowen Rowlands (Secretary).

A BUILDING AUTHORITY NOTICE.

Messrs. Palmer & Turner wrote:—"With reference to the building authority notice served at the instance of your department with respect to illegal cubicles in house No. 2, Wa On Lane, we shall be obliged if you will inform us whether it is the intention of the Board to issue these notices through the Building Authority with respect to illegal cubicles throughout the Colony."

Mr. Bowley—I suggest replying that the Board does not feel called upon to give the information asked for.

Mr. Chan Kai Ming—I agree with Mr. Bowley.

Hon. Mr. Hewett also agreed.

The President moved that a reply in the terms of Mr. Bowley's minute be sent to Messrs. Palmer & Turner.

Hon. Mr. Hewett seconded, and the motion was agreed to.

CORRESPONDENCE.

THE STATE OF KENNEDY ROAD.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, 23rd September, 1913.

DEAR SIR,—Your weekly contributor "Roderick Random" has already done much for the good of the public by reminding the authorities about important public matters, and lately the condition of many roads was strongly criticised by him. Thanks to "Roddy," we can now feel proud of most of our roads, but can it be said that Kennedy Road (one of the oldest roads in the Colony—in fact, the oldest long road on the upper level) is looked after at all? This road was constructed as long ago as 1873 and was named after the then Governor, Sir Arthur Kennedy. It is much used by people living in the lower level, and now that there are so many houses fronting this road I fail to see why it should be so long neglected. The only improvements since 1873 appear to be some iron railings here and there and the wooden bridges removed. Why should not the whole road be "tar macadamised"? Another grievance is that the road leading from Macdonnell to Kennedy Road is still obstructed by the land-slip which took place over a month ago. It only requires two men in one day to remove the soft earth—why this delay? Yours truly,

AN OLD RESIDENT.

ADVENTURES OF THE "MUREX."

According to a Macassar correspondent of the *Bombay Herald*, the big oil-tanker *Murex* of the East Asiatic Oil Company left Macassar for Balikpapan recently after having experienced many vicissitudes. On the voyage from Australia to Balikpapan, six weeks previously, she ran on the Bril Reef, 60 miles from Macassar, and struck so fast that it was not possible to move her by the methods available at the time. The chief officer, who was on watch at the time of the accident, mistook the light of the Bril for that of a fishing boat, and before he knew what had happened the *Murex* was hard and fast on the reef. Fortunately the ship's hull was not pierced. When daylight came, it was decided to send one of the life-boats to Macassar in order to obtain tugboats from Singapore. The third engineer of the vessel, Mr. Griffith, and a sailor undertook to risk the dangerous voyage. The sea, however, was so Macassar. Mr. Griffith, although he had been many years at sea, suffered considerably from sea-sickness. At Macassar two tugboats were requisitioned from Singapore, the two mariners remaining at Macassar. The *Van Oon* Macassar at last, which was leaving in the vicinity of the stranded vessel and inform the crew that the two men had reached Macassar in safety. When the *Van Oon* passed by in the evening, Morse signal lights were exchanged between the two boats. The *Van Oon*, thinking that the *Murex* wanted help, despatched her motor boat to the latter, but it transpired that to the captain of the stranded ship was relieved with the information that Griffith and the sailor had arrived safely at Macassar, and he decided to wait for the tugboats from Singapore. When these arrived they tugboat, the *Daisy*, failed to get the *Murex* off, and a more powerful boat, the *David Gibbs*, was sent for from Hongkong. After five weeks, the *David Gibbs* came on the scene—a small tug with powerful machinery. After a great deal of trouble, the tug succeeded in getting the *Murex* off, and the two vessels steamed for Macassar. The crew of the *Murex* were given a holiday on reaching Macassar and the officers gave a little champagne party. On the same day, the *David Gibbs*, which, strange to say, had received no damage, set sail for Balikpapan.

[The *Murex* arrived in Hongkong from Shanghai yesterday and will go into dock at Kowloon.]

SUPREME COURT.

Tuesday, September 23rd.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. J. H. KEMP (PUNISHMENT JUDGE).

SUIT AGAINST THE KOWLOON-CANTON RAILWAY.

Mr. H. P. Winslow, as manager of the British section of the Kowloon-Canton Railway, was sued by Lau King Cho, trading as Gee Shun, for the sum of \$1,000. Plaintiff sued as assignee of the Hongkong and Kowloon Wharf and Godown Co. for damages for breach of an agreement made on or about the 17th June, 1913, by the defendant to permit the Hongkong and Kowloon Wharf and Godown Company, Limited, to pull down and remove from the defendants' premises all the building materials contained in the southern-most bay of a building, formerly part of a building known as No. 56 godown, but now used as temporary offices for the defendant's staff, the benefit of which agreement was purchased by the plaintiff on the 31st July, 1912.

Mr. E. Davidson (of Messrs. Hastings & Hastings) appeared for the plaintiff, and Mr. P. M. Hodgson (Crown Solicitor) represented the defendant.

Mr. Davidson, in opening, said this was an action for damages for breach of contract. The plaintiff was a contractor who carried on business under the trade name of Yee Shun Hin Kee. Defendant was sued under the Summary Jurisdiction Ordinance as representing the Crown. The facts were quite simple. On the 12th June, 1912, the Hongkong and Kowloon Wharf and Godown Co. surrendered to the Crown Kowloon Marine Lots Nos. 3 and 9 for the purposes of the railway. There were then on the lots a number of godowns and other buildings, and the one with which the present case was concerned was known as godown No. 56. The surrender was an absolute surrender to the Crown, but it contained the following exception: "I surrendered Kowloon Marine Lots 3 and 9 to His Majesty the King, together with permanent pier No. 10, in consideration of the sum of \$404,833.25, with the following exception, 'save and except the messagings, erections and buildings on the said Kowloon Marine Lots 3 and 9.' Subsequently, on the 31st July, 1912, the Godown Company by an agreement in writing sold the buildings, including godown 56, to the plaintiff. The plaintiff had to prove his title to these buildings, that the defendant refused to allow him to remove them, and that he suffered damage.

Mr. Hodgson submitted that this action must fail. It was an action brought by Lau King Cho, but the agreement was made with a man named Lee Shun, who had not been called, and there was no evidence to prove that the men were identical. The case for the defence was that they knew nothing whatever about this assignment by the Godown Company to Yee Shun. They were not a party to that assignment and they had no notice of it. Between July 20th and 25th Mr. Winslow met Mr. Osborne, and they had considerable dealings about that time in exchanges of property. It was agreed between them that the Railway Company should retain as many bays of the godowns as they wanted. Mr. Winslow thought the Company should retain seven, and Mr. Baker accordingly prepared a plan for converting these seven bays into offices, this being the purpose for which it was agreed they should be used, and they were to be given back to the Godown Company when the railway station was completed. The contract was given to Lee Shun, who had, as a matter of fact, mentioned to Mr. Baker that Mr. Osborne had sold him the right to remove these bays subject to the right of the Government retaining six bays until the station was built. That was after the contract between the Railway and Lee Shun had been entered into. Mr. Baker informed Lee Shun that this was not so, and that it had been arranged that the Railway should retain seven bays. The relations between Lee Shun and the Railway were at that time amiable, and Lee Shun was very pleased to get this contract. There was no dispute whatever at the time. He was paid a sum of over \$10,000 for the alteration of the work, and the staff went into the offices on October 8th, and there they remained peacefully without any interference. Lee Shun did other small work for the Railway during several months afterwards, and constantly visited Mr. Baker and Mr. Winslow in these godowns. Mr. Hodgson dealt at length with the correspondence, and said when the extraordinary letter was received from Lee Shun on January 18th, both Mr. Winslow and Mr. Baker were very much surprised. Lee Shun knew that these bays were to remain in the occupation of the Railway till the building was completed, and he knew that the seventh bay was included.

His Lordship gave judgment for plaintiff for \$15 and costs. It was agreed that the damages awarded are in full satisfaction of all claims by the plaintiff as assignee under the agreement mentioned in respect of the southern-most bay of Godown No. 56.

CHINESE ATTACK BRITISH OUTPOST.

BALUCHISTAN SOLDIER MURDERED.

The *Peking and Tientsin Times* of the 10th instant gives details of the murder of a private of the 124th Baluchistan Infantry and the serious injury of a second private by Chinese between Yangtsun and Chanchung, stations on the railway between Tientsin and Peking, on the 24th instant.

The British autumn manoeuvres are now in progress in the Huangtsun district and, in consequence, the guard at each of the posts along the railway line had been reduced to two men. The tragedy took place at Number 33 bridge, where two Baluchistan Infantrymen were stationed.

STORY OF SURVIVOR.

According to the story of the survivor of the tragedy, in the dead of night there was a knock at the door of their cabin and his companion went to answer it. Outside the door the soldier, who was completely unarmed and only partially dressed, was set upon by five or six Chinese who were all armed with spears and similar implements. His cries for help brought his companion running to the door, and he, too, was savagely attacked. In spite of the somewhat severe wounds in the head the second infantryman made good his escape in the darkness, and although hotly pursued managed to reach the post about a mile farther along the line. From here, as soon as his story could be told, help was sent back, but only the relief party arrived they found only the dead body of the first infantryman. His assailants had escaped without leaving a trace of their whereabouts or a clue as to their identity.

Whatever may have been the motive for the crime, it was not robbery. Everything at the guard hut was left intact and apparently had not even been disturbed. The man who had been so brutally done to death had only been at the post two days. Everything points to the fact that the crime was coldly premeditated and quickly carried out. Recently there has been considerable looting along the line, even telegraph wires having been stolen. In fact the place has been in a lawless state.

The post has now been strengthened to eight men with specific instructions as to how to act. The tragedy is the first of its kind that has occurred since the Baluchistan have been stationed in North China. The men of this distinguished regiment have always received the approbation of Europeans with whom they have come in contact, and they have always apparently been on the best of terms with the Chinese, with a large number of whom they are associated by their mutual religion—Mohammedanism. The idea that the lonely outpost was attacked by Chinese simply because their intended victims were Baluchistan is not entertained for a moment by those in the best position to judge. However, on these painful points connected with this painful tragedy, it is hoped that the investigations now being pursued at the spot will throw light.

BURNT AT STAKE.

PAPUAN TRAGEDY.

The Brisbane correspondent of the *Sydney Morning Herald* gives the following harrowing details of the murder of Mr. Warner by New Guinea natives, recently recorded in our cable service:—"By the steamer *Prince Sigismund* to-day (August 23rd) details were received of a horrible tragedy in the unexplored interior of Papua."

Mr. F. A. Boardman, a passenger, had collected details of the occurrence. He stated that John Henry Warner, a middle-aged man of German and American descent, a mineralogist of note, left Sydney for New Guinea during July last, accompanied by a young man, about 25 years of age, named Windsor. The boat by which they travelled is unknown, but it is believed that they left Port Moresby for Samarai by the mission station at Menapi, where they enjoyed the hospitality of the Rev. J. Hunt for a week prior to setting out on their disastrous journey. The objective of the expedition, it is understood, was to be found in the interior, where the country is of an exceedingly rough character.

After proceeding for a couple of days, the small expedition, consisting of two white men and three native carriers, established a camp about 20 miles inland, where Windsor became suddenly ill, necessitating his immediate return to Menapi, leaving one boy to guard the camp.

Warner, with his two native companions, pursued his journey into the interior, his sole means of defence against hostility being a Browning revolver. He seems to have penetrated to a spot past which no white man had ever set foot. It is stated that the chief gaur at Samarai informed Warner that if he penetrated far into that region he would never return alive. The natives in that never return alive. The natives in that region are regarded as being extremely wild and of a forbidding disposition. Warner defended himself to the best of his ability with his revolver, but a cartridge jammed, and he was left unarmed. With slings the natives attacked Warner from a distance, succeeding in breaking his arms.

They then rushed the camp and finished their work with spears, afterwards tying the unfortunate victim to a pole, around which they lit a fire and danced round during the cremation of the body. The two arms were cut off at the elbows, were dried and kept as mementos. These relics of the tragedy were afterwards found by a search party.

Warner, it appears, when he realised the hopelessness of his position, permitted his two boys to escape, and they fled for their lives.

Rev. Mr. Hunt, of Menapi, when informed of the tragedy, accompanied by two boys, set out to the native village, where he found the ghastly remains. A punitive expedition has been sent out. The actual date of the murder is believed to be about August 5th.

ABOLITION OF LIKIN OFFICES.

At the Commercial and Industrial Conference held at Peking last year, reports the Chinese Press, delegates from all the provinces were present, and a resolution was passed requesting the Ministry of Industry and Commerce to obtain the sanction of the Government to a proposal to abolish the likin-tax offices. The proposal met with encouraging support from the Ministry of Communications, which expressed the opinion that as the likin barriers were detrimental to the development of communications, the Government should include this tax in transport charges. Strong opposition, however, was offered by the civil governors of Kiangsu, Anhui, and other provinces, and the matter was dropped. But the Government, being alive to the difficulties of commercial men, which are now enhanced by civil disturbances, has ordered the civil governors of the provinces concerned to abolish all the likin offices along the Tientsin-Peking Railway line at once. This order has been obeyed, and there has been no likin office open since the 1st instant on this railway line.—*N. C. Daily News.*

A COURAGEOUS PREMIER.

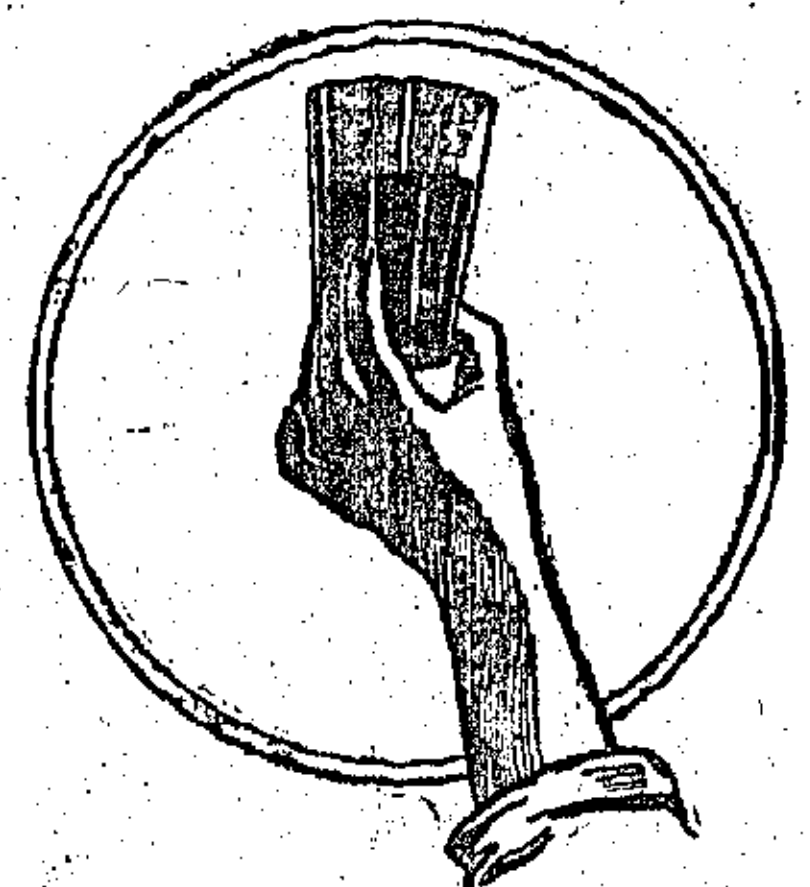
AN END TO CORRUPTION.

Hsiung Hsi-ling, the Premier, has issued an interesting circular in which he advocates the adoption of the practice of the Sung dynasty when the givers and receivers of bribes were subjected to the severest penalties.

He declares that there are too many adventurers in the public service, and states that during his term of office merit shall be the only passport to employment and that the influence of friends in the making of appointments will be of no avail.

INTIMATIONS

THE BEST THE BREWER'S BREW



GUINNESS'S "WHEEL" BRAND STOUT.

SOLE AGENTS FOR CHINA:

H. RUTTONJEE & SON,

14, QUEEN'S ROAD CENTRAL.

[31]

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SIR CHARLES A. CAMERON, C.B., M.D., the famous analyst, writes:—"Sanatogen is an excellent nerve food of the highest nutritive value, containing a large amount of organic phosphorus in the form in which it can be easily absorbed."

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DR. C. W. SALERBY, the well-known physician, writes in one of his books:—"Sanatogen is a true tonic because it is an essential nerve food; it actually helps to re-create the nerve machine. Here we are not dealing with a drug—here is a special nerve food which is very rapidly and completely absorbed."

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DR. ERNEST OTT, physician extraordinary to the late King of England, writes:—"I have been using Sanatogen for a number of years with excellent results, notably in cases where it was desirable to build up the strength, stimulate the bodily functions, and to improve the circulation of the blood."

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DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 581.

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Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.

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WAREHOUSE DEPARTMENT:—

92 buildings, principally of brick and steel, 310 entrances. 37 buildings are private bonded warehouses. Floor area 63,248 square yards, or 14.1 acres. Custom-house brokerage and insurance undertaken. Rates moderate. Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.

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TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

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CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

(694)

SIGHTING SHOTS.

COL. J. HOPTON ADVOCATES TOTAL ABOLITION.

Colonel John Hopton writes thus to *The Times*:—"Now that most of the important rifle meetings for the year are over, and before the subject of rifle shooting once more retires into winter quarters, I shall be glad if you will allow me to draw attention to the question of 'sighting' and so-called 'practice' shots which at present are allowed to immediately precede a competition at Bisley. It has been the custom to allow one 'sighting shot' at rifle-shooting matches and competitions—the most notable exception being in the great 'Elcho' Shield match, where they are not allowed, but at Bisley this year no less than two 'practice' shots (for a small payment) and one sighting shot could be taken immediately before competing, the sighting shot being allowed to 'count' for the score at the option of the competitor after he has fired the shot."

Whether regarded from a sporting or from a war-training point of view, I think that the time has now come when this custom could well be dropped. In no other sport would such a thing be allowed; take cricket, for instance—the batsman is not given a trial ball, although the sportsman who has just gained for himself a "pair of spectacles" in a match would doubtless have been glad if the rules had allowed one; nor is a sighting shot allowed in the war-training competitions. One reason for the retention of sighting shots that is usually brought forward is that they help the young shots and those who are strangers to the range; in theory this may be the case, but in actual practice it will be found not to be so, for once the old shot has found the mark, he will always be able to "last" and to stick to that mark much better than the young and inexperienced shot.

It may be said that this question of 'sighting' and 'practice' shots is a technical one which can best be dealt with by the Council of the National Rifle Association. But in this case a somewhat big principle is involved which requires strong backing to alter, and the Council, whose decisions very generally govern the rifle-shooting world, are rightly chary of altering well-established rules without having good grounds for doing so.

It is, of course, a reasonable contention that men should have opportunities of testing the sighting of their rifles, and a form of "sixpenny pool" could well be arranged at all distances for this purpose. In my opinion—and I write with the experience of much rifle shooting behind me—the time is now an opportune one for making this drastic change—viz., to abolish all "sighting" and "practice" shots in competitions.

I look upon them as an expensive waste of ammunition, as unsportsmanlike, and as a relic of the dark ages of rifle shooting. It is a good opportunity for the National Rifle Association Council, who will no doubt be soon making several changes in their competitions, rendered necessary by the course of time and circumstances, and it is to be hoped that this abolition of "sighting shots" may be one of them.

THE BILL OF COSTS.

HOTEL-KEEPER'S REVENUE ON HIS LAWYER.

A Bernese Swiss hotel-keeper, who had recently concluded a lawsuit lasting for years, and who received at the close an exceedingly lengthy bill of costs, has just taken a neat revenge upon his lawyer. The bill of costs, it should be said, was paid without demur on presentation. The other day the lawyer had occasion to lunch at his client's hotel, and at the close of the meal the following bill of costs was presented to him:—

Preparing luncheon	2.50
Perusing Bill of Fare	4.
Two Consultations with the Greenrover	1
Carrying up the Soup	1.50
Talking Fly out of Soup	.50
Herbs for Soup	1
Soup	2.50
Waiting bowing and scraping	.50
Two Consultations with the Cook	2.50
Six kinds of Meat and Vegetables	12.50
Saying "I hope you'll enjoy your luncheon"	.50
Ten Visits to the Cellar	10.
Sundry Acts of Courtesy, etc.	2
Stitches	.50
Wine and Cigars	8
Reading bill of fare aloud	.50
Serving Dessert	1
Dessert	7.50
Clearing the table	1.50
Satisfaction of Hunger	.50
Wear and Tear and Breakages	3.50
Letting down window shutters	2
Clearing away remains of Luncheon	4.
Salt and Touching Salt-spoon	.50
Verifying present Bill of Costs	2
Surprise on receiving it	.50
Acceptance of bill	50
Recepting same	50
Wishing good-bye	2.70
Total	78.00
10 per cent. discount	7.80
.....	70.20

The lawyer, as his client had done, paid the bill without demur.

LATEST STEAMER MOVEMENTS

The str. *Glentworth* passed the Suez Canal on the 19th September for Hongkong via Straits.

The O.S.K. str. *Seattle Maru*, from Tacoma, left Manila for this port on the 22nd September, and is due at Hongkong on the 25th September, a.m.

The Swedish East Asiatic Co.'s str. *Peking* left Singapore on the 22nd September, and is expected to arrive here on the 28th September.

SHIPPING REPORTS.

The British str. *Hawthorn* reports: Fine weather throughout.
The British str. *Loongang* reports: Fine weather, smooth sea, light easterly wind.



Do You Feel Fit in the Mornings?

In the morning when the white man awakens in countries near the equator, he often feels more tired than when he went to bed. The food he eats, the air he breathes, and the steamy heat of the tropics provoke a general stagnation of the system. The juices

of the body are charged with impurities which the organs of excretion—the skin, kidneys, etc.—cannot expel; his liver is sluggish, his blood over-heated. He is at the mercy of the malignant diseases surrounding him.

Krüschén Salts

A half-teaspoonful of Krüschén Salts, taken in a tumbler of hot water before the morning cup of tea is the unfailing remedy.

They cleanse the body of impurities—gently, surely, and painlessly—while possessing wonderful tonic properties giving new life and vitality to the countless millions of cells of which the human body is composed.

Flesh, blood, bone, brain and nerve, all are made up of cells and every cell requires one or more of

the constituents of Krüschén Salts for its healthy life.

That is why doctors at home and abroad recommend this famous remedy. Krüschén Salts correct any derangement of the organs and fortify the body against Dysentery, Enteric, Malaria, Prickly Heat and Diphtheria. As a remedy for constipation—the most dreaded of evils to the white man in the tropics, they are infallible.

Begin to-morrow morning with Krüschén Salts

and, in a day or so, you will feel bright as you would on a spring day at home.

Krüschén Salts are obtainable from all good chemists and druggists in China.

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VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Siberia* arrived at Manila between 10 a.m. and noon on the 21st September, is expected to sail from that port for Hongkong to-day, between 2 and 4 p.m., and is due to reach this port at about 7 a.m. Friday.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Sigismund* left Sydney on the 29th September, at 11 a.m., and may be expected here on or about the 13th October.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Asia* left Yokohama on the 22nd September, at 3 p.m., and is due to arrive at Kobe on the 23rd September, at 3 p.m.

THE ENGLISH MAIL.

The P. & O. str. *China* left Singapore for this port on the 26th September, at 5 a.m., with the outward English mails, and is due here on the 24th September, at about 3 p.m.

THE GERMAN MAIL.

The I.G.M. str. *Drifflinger*, carrying the German mails, with dates from Berlin of the 31st September, left Colombo on the 21st September, p.m., and may be expected here on or about the 1st October.

MERCHANT STEAMERS.

The H.A.L. str. *Sudmark* left Singapore on the 19th September, p.m., and may be expected here on or about the 25th September, a.m.

The N.Y.K. str. *Penang Maru* (Bomby Line) left Bombay for this port via ports on the 19th September, and is expected here on the 26th September.

The Ben Line str. *Benarville*, from Middlesbrough and London, left Singapore on the 20th September for this port, and may be expected here on or about the 28th September.

The str. *Wilton Maru* left Moji on the 22nd September for this port, and is due to arrive here on or about 27th September. The chartered str. *Welford Hall* left Singapore for this port on the 22nd September, at 8 a.m., and is due here on the 27th September, at about 6 p.m.

The A.L. str. *Persia* left Singapore for this port on the 22nd September, a.m., and will arrive here on the 27th September, p.m.

The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Calcutta for this port via ports on the 19th September, and is expected here on the 28th September.

The N.Y.K. str. *Yokohama Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 19th September, and is expected here on the 28th September.

The str. *City of Edinburgh* left New York on the 13th August, and is due here on or about 20th September.

The Swedish East Asiatic Co.'s str. *Japan* left Port Said on the 7th September, and is expected to arrive here on the 2nd October.

The N.Y.K. str. *Aki Maru* (European Line) left Marseilles for this port via ports on the 6th September, and is expected here on the 8th October.

NAPIER

JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

BEWARE OF
IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

WEATHER REPORT.

On the 23rd at 11.20 a.m.—Pressure has decreased moderately over the Bonins, the typhoon having travelled rapidly to west and north of this station.

Pressure increased elsewhere, moderately in the p.m., and slightly in the south. The area of high pressure over the Yangtze Valley has spread northward and southward.

Light to moderate monsoon is indicated along the south-east coast of China, and over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.

• Hongkong & Neighbourhood

Formosa Channel ... N.E. winds, fresh.

South coast of China between the same as Hongkong and Lanchow. No. 1.

South coast of China between the same as Hongkong and Hainan. No. 1.

• N.E. winds, light to moderate; fine.

CHINA COAST METEOROLOGICAL REGISTER.

23rd SEPTEMBER, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Force.	Weather.
Vladivostok	7 a.	29.95	52	100	N	0	c
Nomuro	6 a.	29.85	—	—	N	—	—
Hakodate	—	29.85	—	—	N	—	—
Tokio	—	29.89	—	—	WNW	1	—
Kochi	—	29.93	—	—	WSW	1	—
Nagasaki	—	29.97	—	—	WNW	0	—
Kagoshima	—	29.98	—	—	N	1	—
Oshima	—	29.95	—	—	N	1	—
Naha	—	29.95	—	—	ENE	1	—
Ishijima	—	29.93	—	—	SW	5	—
Ronko Is.	—	29.63	—	—	SW	5	—
Chaofo	—	—	—	—	—	—	—
Waihaiwei	—	30.01	62	94	WNW	1	b
Hankow	—	—	—	—	—	—	—
Ichang	—	—	—	—	—	—	—
Kinkiang	—	—	—	—	—	—	—
Changsha	—	—	—	—	—	—	—
Shanghai	—	30.04	60	94	SSW	1	o
Guzhai	—	30.05	70	—	S	1	o
Sharp Peak	7 a.	30.02	72	—	N	1	o
Amoy	6 a.	29.95	74	86	NE	1	o
Swatow	—	—	—	—	—	—	—
Tsukoku	5 a.	29.88	—	—	N	2	o
Tsichu	—	29.88	—	—	N	2	o
Tainan	—	29.93	—	—	SE	2	o
Koshun	—	29.94	—	—	N	2	o
Pescadore	—	29.93	—	—	N	2	o
Canton	9 a.	—	—	—	—	—	—
Hongkong	6 a.	29.95	75	93	N	0	o
Gap Rock	—	29.93	—	—	NNE	3	o
Macao	—	29.94	73	—	NNW	1	o
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Panthen	6 a.	29.99	73	—	NE	2	b
Tourane	—	29.92	77	—	N	4	o
C. St. James	—	29.91	75	—	N	4	o
Apurri	—	29.92	75	—	N	1	o
Manila	—	29.93	74	—	W	1	o
Legaspi	—	29.91	74	—	N	1	o
Bacolod	9 a.	29.95	81	—	SW	1	o
Iloilo	—	—	—	—	SE	1	o
Cebu	—	29.94	86	—	S	1	o
Labuan	—	29.96	84	—	S	1	o

T. F. CLAXTON, Director.

1 Barometer, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Sky, in blue sky, c. detached cloud, d. drizzling rain, f. fog, g. gloomy, h. hail, lightning, o. overcast, p. passing showers, q. squall, r. rain, s. snow, t. thunder, v. visibility, w. dew (wet).

7 Rain in inches tenths and hundredths.

HONGKONG TIDE TABLE.

From 24th to 30th September, 1913.

VESSELS ON THE BERTH

FOR SHANGHAI

THE P. & O. S. N. Co.'s Steamship

"CHINA,"
Captain C. H. S. Toque, R.N., will leave for
Shanghai TO-MORROW, the 25th inst., at
Daylight.
For Freight or Passage, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 22nd September, 1913. [1]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION
COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEN,
EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ASSAYE,"
Captain G. J. Colwell, carrying. His
Majesty's Mails, will be despatched from
this port for BOMBAY, on SATURDAY,
the 27th September, 1913, at Noon, taking
Passengers and Cargo for the above Ports, in
connection with the Co.'s s.s. "MOULTAN,"
from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.
Silk and Valuable and Tea and Cargo for
France and London (under arrangement)
will be transhipped at Colombo into the
Mail Steamer proceeding direct to
Marseilles and London, other Cargo for
London, &c., will be conveyed via Bombay
in the s.s. "PERSIA," due in London on
the 8th November, 1913.
Passes will be received at the Office
until 4 P.M. the day before sailing. The
amounts and value of all packages are
required.
For further particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 15th September, 1913. [1]

THE AMERICAN AND ORIENTAL
LINE.

FOR BOSTON AND NEW YORK VIA
SUEZ CANAL.
(With liberty to call at the Malabar Coast.)

THE Steamship

"AFGHAN PRINCE,"
Captain Whalley, will be despatched as above
on MONDAY, the 29th September.
For Freight and passage, apply to
ARNHOLD, KAHNHEIG & Co.,
General Agents,
Hongkong, 10th September, 1913. [1061]

GLEN LINE (McGREGOR, GOW
& CO.), LTD.

THE Steamship

"GLENLOGAN" (Capt. Jas. McGREGOR),
FOR GLASGOW, LONDON AND
ANTWERP.

The above Steamer will be despatched for the
Ports named, on SATURDAY, the 4th October.
The Vessel has excellent accommodation for
30 Saloon Passengers, all Cabin Amidships,
and is fitted with Electric Light and Fans in
every cabin.
A duly qualified Stewardess and Doctor are
carried.
Attention is particularly directed to the
Moderate Rates charged, viz.:—
Saloon Passage, Hongkong to Glasgow,
London, or Antwerp, £40.
For freight or passage, apply to
SHEWAN, TOMES & Co.,
Agents,
Hongkong, 4th September, 1913. [1037]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR
COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SEIMOSA" ... On or about 9th Oct.
For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents,
Hongkong, 18th September, 1913. [1086]

ON SALE

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day
of or preceding the departure of the
English Mails; also Table of the
Yearly Approximate Averages
for 36 years,
FROM 1874 to 1909.
Price 30 CASH.

On Sale at the DAILY PRESS Office or
Local Bookellers.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "k," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blaise Pier. 3. From Blaise Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, VIA USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	G. J. Colwell	P. & O. S. N. Co.	On 27th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NOSE	Brit. str.	—	D. Ashbury	P. & O. S. N. Co.	About 1st Oct.
HAVEE, BREMEN & HAMBURG, &c.	BADNORSHIRE	Brit. str.	—	Robert	JARDINE, MATHESON & Co., Ltd.	On 16th Oct.
MARSEILLES, EMDEN & HAMBURG, &c.	LIBERIA	Ger. str.	k.w.	Schneider	HAMBURG-AMERICA LINE	On 15th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SERIAL	Ger. str.	k.w.	Hennscke	HAMBURG-AMERICA LINE	On 16th Oct.
MARSEILLES, HAVRE & HAMBURG, &c.	HICANO MARU	Ger. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 16th Oct.
ROTTERDAM, HAMBURG & ANTWERP, &c.	HOBBERN	Ger. str.	k.w.	Vogeler	HAMBURG-AMERICA LINE	On 16th Oct.
VICTORIA, B.C., & TAGOMIA VIA KIELUNG, &c.	SHATTE MARU	Jap. str.	—	T. Saito	OSAKA SHOSSEN KAISHA	On 2nd Oct., at 1 P.M.
VICTORIA, B.C., & SEATTLE VIA KIELUNG, &c.	YOKOHAMA MARU	Jap. str.	—	S. Wada	NIPPON YUSEN KAISHA	On 7th Oct., at Noon.
VICTORIA, B.C., & TACOMA VIA KIELUNG, &c.	MEXICO MARU	Jap. str.	—	N. Kobayashi	OSAKA SHOSSEN KAISHA	On 15th Oct., at 1 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLYMOUTH	DEN OF AIRLIE	Brit. str.	—	F. von Binner	JARDINE, MATHESON & Co., Ltd.	On 16th Nov.
TRISTE, Fiume, Venice via SINGAPORE, &c.	PAINE LODWIG	Ger. str.	—	W. Schuler	SANDBER, WILHELM & Co.	About 1st Oct.
TRISTE, Fiume, Venice via SINGAPORE, &c.	KORBERN	Ger. str.	—	J. McGregor	SANDBER, WILHELM & Co.	On 15th Oct., at 4 P.M.
GLASGOW, LONDON & ANTWERP.	GREENLOGAN	Brit. str.	—	Whalley	ARNHOLD, KAHNHEIG & Co.	On 29th inst.
BOSTON & NEW YORK VIA SUEZ CANAL.	ANGHAR PRINCE	Brit. str.	—	Whalley	ARNHOLD, KAHNHEIG & Co.	About 9th Oct.
NEW YORK	EMPERESS OF INDIA	Brit. str.	2m.	Geisels	CANADIAN PACIFIC CO.	On 30th inst.
VANCOUVER, SEATTLE and/or TACOMA & PLYMOUTH (Or).	SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	Brit. str.	k.w.	H. S. Smith	TOYO KAISEN KAISHA	To-morrow, at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	SEINTO MARU	Jap. str.	—	M. Winkler	PACIFIC MAIL S.S. CO.	On 4th Oct., at 1 P.M.
AUSTRALIAN PORTS VIA MANILA	CHINA	Am. str.	—	W. B. Brown	PACIFIC MAIL S.S. CO.	On 14th Oct., at Noon.
AUSTRALIAN PORTS VIA MANILA	KYUNAN MARU	Jap. str.	—	L. Klugel	NIPPON YUSEN KAISHA	To-day, at Noon.
AUSTRALIAN PORTS VIA MANILA	TAITIAN	Brit. str.	1m.	J. R. O. Sullivan	BUTTERFIELD & SWIRE	On 27th inst., at 3 P.M.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	—	Chidley	ELPHINSTON & Co.	On 4th Oct., at 9 A.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	BUYO MARU	Jap. str.	—	K. Kawara	OSAKA SHOSSEN KAISHA	On 10th Oct., at 11 A.M.
JAPAN	YOKOHAMA, KOBE & MOJI	Brit. str.	—	K. Hurlaig	OSAKA SHOSSEN KAISHA	On 4th Oct., at 4 P.M.
YOKOHAMA, KOBE & MOJI	YOKOHAMA, KOBE & SHANGHAI	Brit. str.	—	C. Hooker	NIPPON YUSEN KAISHA	About 27th inst.
YOKOHAMA, KOBE & SHANGHAI	YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	J. W. Evans	NIPPON YUSEN KAISHA	To-day, at 2 P.M.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	W. O. Passmore	NIPPON YUSEN KAISHA	To-day, at 11 A.M.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	A. E. Hodgins	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	J. Miller	NIPPON YUSEN KAISHA	To-day, at 2 P.M.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	W. G. G. Leese	NIPPON YUSEN KAISHA	On 30th inst., at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	P. Schank	NIPPON YUSEN KAISHA	On 4th Oct., at 3 P.M.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	F. S. McMurtry	NIPPON YUSEN KAISHA	On 4th Oct., at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	Kamoshita	NIPPON YUSEN KAISHA	Quick despatch.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	T. Yamaguchi	NIPPON YUSEN KAISHA	On 2nd Oct., at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	G. N. Bannage, R.N.E.	DAVID SASSOON & Co., Ltd.	On 25th inst., at 3 P.M.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 2 P.M.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	E. J. Tidd	JARDINE, MATHESON & Co., Ltd.	On 4th Oct., at 2 P.M.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	H. Nomura	NIPPON YUSEN KAISHA	On 4th Oct.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	J. Kuehler	NIPPON YUSEN KAISHA	On 28th inst., at 9 A.M.

CANADIAN PACIFIC
ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER				To L'POOL				From L'POOL				From VANCOUVER			
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Quebec	Steamers	Vancouver	Yokohama	Kobe	Nagasaki	Hong-kong
EMPERESS OF INDIA	24 Sept.	27 Sept.	29 Sept.	1 Oct.	3 Oct.	15 Oct.	23 Oct.	30 Oct.	27 Aug.	5 Sept.	EMPERESS OF INDIA	10 Sept.	21 Sept.	22 Sept.	24 Sept.
EMPERESS OF ASIA	8 Oct.	10 Oct.	12 Oct.	14 Oct.	16 Oct.	23 Oct.	30 Oct.	6 Nov.	12 Sept.	19 Sept.	EMPERESS OF ASIA	24 Sept.	9 Oct.	9 Oct.	11 Oct.
EMPERESS OF JAPAN	22 Oct.	25 Oct.	27 Oct.	29 Oct.	31 Oct.	12 Nov.	20 Nov.	27 Nov.	—	—	EMPERESS OF JAPAN	1 Oct.	17 Oct.	20 Oct.	22 Oct.
EMPERESS OF RUSSIA	5 Nov.	7 Nov.	9 Nov.	11 Nov.	13 Nov.	22 Nov.	27 Nov.	4 Dec.	26 Sept.	3 Oct.	EMPERESS OF RUSSIA	8 Oct.	19 Oct.	20 Oct.	22 Oct.
EMPERESS OF INDIA	19 Nov.	22 Nov.	24 Nov.	26 Nov.	28 Nov.	10 Dec.	18 Dec.	25 Dec.	10 Oct.	17 Oct.	EMPERESS OF INDIA	22 Oct.	5 Nov.	6 Nov.	8 Nov.
EMPERESS OF ASIA	5 Dec.	8 Dec.	7 Dec.	9 Dec.	11 Dec.	20 Dec.	25 Dec.	1 Jan.	24 Oct.	31 Oct.	EMPERESS OF ASIA	5 Nov.	16 Nov.	17 Nov.	19 Nov.

PASSAGE RATES—HONGKONG TO LONDON.

Steamers	Meals and Sleeping	Car Berth across	Canada 25 additional
EMPERESS OF RUSSIA	£71.10	£71.10	—
EMPERESS OF ASIA	£65	£65	—
EMPERESS OF INDIA	£43	£43	—
EMPERESS OF JAPAN	£43	£43	—
MONTEAGLE	£43	£43	—

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.
Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA" registered tonnage 16,850, displacement 34,000 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific.
SPLendid OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND".
THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.
Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C.
For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—
D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.

SHIPPING

ARRIVALS.

GRACIA, German str., 1,785, O. Hensan, 22nd September—Tientsin 17th September. General.—Hamburg Amerika Linie.
Hansau, German str., 771, J. Jessen, 22nd September—Hankow 21st September. General.—Jensen & Co.
Huichow, British str., 2,000, G. Hooker, 22nd September—Tientsin 15th September. General.—Butterfield & Swire.
Kamo Maru, Japanese str., 5,284, K. Kawara, 23rd September—Singapore 18th September. General.—Nippon Yusen Kaisha.
Loongsang, British str., 1,093, G. W. W. Leask, 28th September—Manila 20th September. General.—Jardine, Matheson & Co.
Ryoga, Norwegian str., Meyer, 22nd September—Sahang 12th September. Cues Oil—Standard Oil Co.
Tsunigay Maru, Japanese str., 2,560, Nakayama, 22nd September—Milke 18th September. Coal.—Mitsui Bussan Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
September 23rd.
CEYLON MARU, Jap. str., for Calcutta.
CLARA JESSEN, German str., for Bangkok.
DAIGA MARU, Jap. str., for Yokohama.
GRACIA, German str., for Hamburg.
HAITAN, British str., for Foochow.
HANGCHOW, British str., for Saigon.
HANOT, French str., for Haiphong.
INABA MARU, Jap. str., for Yokohama.
KUNANO MARU, Jap. str., for Sydney.
Ryous Maru, Japanese str., for Batavia.
TUKINI, Dutch str., for Batavia.

DEPARTURES.

September 23rd.
ARMAND BEHIC, French str., for Yham.
C. DIEDERICHSEN, Ger. str., for Pakhoi.
C. F. LAUREZ, Austrian str., for Manila.
CHINHA, British str., for Manila.
CHUYEN, Chinese str., for Shanghai.
DAIYU MARU, Japanese str., for Tamsui.
DEN OF GLAMIS, British str., for Portland.
EASTERN, British str., for Kobe.
HAIMUN, British str., for Swatow.
HUICHOW, British str., for Canton.
MAELAN, French str., for Saigon.
SADO MARU, Japanese str., for Victoria.
SYRIA, British str., for Yokohama.
VLADIMIR, Russian str., for Singapore.
WINGANG, British str., for Shanghai.

PASSENGERS.

ARRIVED.
Per Huichow, from Tientsin, Mrs. Hance and 3 children.
Per Kamo Maru, from Hongkong, from Singapore, etc., Mr. and Mrs. E. A. M. Williams and infant, Mr. J. E. W. Beard, Mr. H. A. L. Russell, Miss E. Thacker, Mrs. Combe and 2 children, Mr. and Mrs. A. Chapman, Mr. A. F. Chapman, Master D. G. Chapman, Mr. P. Manners, Mr. and Mrs. S. B. Lam, Capt. M. J. Porter, Mr. K. A. Pat, Mr. S. K. Mei, Miss M. Turner, Mr. B. Samson and Mr. J. K. Kline.
DEPARTED.
Per Sado Maru, for Seattle, etc., Mr. and Mrs. L. Rozario, Mr. F. E. Taylor, Capt. Swainson, Mr. C. D. Tod, Mr. G. Tanaka, Mrs. Arranger, Miss D. Edward, Mr. and Mrs. S. W. Wolfe and 2 children, Mr. Y. Sano, Mr. K. Ido, Mr. and Mrs. Nergaard, infant and 2 amials and Mr. J. S. Watson.
Per Iudha Maru, for Japan, etc., Miss Gorham, Mr. Butler, Mr. and Mrs. A. W. Abraham and infant, Mr. Duff, Miss Pearce, Mr. Sullivan, Mr. Pearce, Mr. Smith, Mr. Metzler, Miss Millington, Miss M. Sanejima, Mrs. Y. Matsubara, Mr. J. Kume, Mr. M. Hara, Mrs. Araki, Mrs. Shibata, Mrs. Yoshida, Mrs. Ihara, Mrs. Toosoff and Mrs. Abanoff.

PASSED THE CANAL.

August 12th—Diomed, Sunda, Titan.
August 16th—Machon.
August 22nd—Alberga, Bayern, Sardinia.
August 23rd—Annam, Altmak, Indrakula.
August 29th—Kamo Maru.
September 2nd—Armand Behic, Kouang St. Macdonald.
September 5th—Idomeneus, Sumatra, Indrasamha, Neleus.
September 8th—Benaven, Calchas, Ceylon, Denbighshire, Japan, Koerber, Monmouthshire, Mandana Maru.
September 13th—Derfflinger, Deucalion, Jason, Princess Alice, Simla, Arabia, Preussen.
September 16th—Aki Maru, Astyanax, Flinthire, Glauco, Nippon, Atlantique.
September 19th—Cathay, Chant, E. F. Ferdinand, Glentworth, Lycan, Muncester, Castle, Namur, Leomedon, Benmohr.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI ... "CHOYSANG" ... Thursday, 25th Sept., Noon.
FOR SHANGHAI, KOBE and MOJI ... "NAMSANG" ... Friday, 26th Sept., Noon.
FOR MANILA ... "LOONGSANG" ... Saturday, 27th Sept., 2 P.M.
FOR CHINWANTAO ... "HOPSANG" ... Tuesday, 30th Sept., Noon.
FOR SINGAPORE, PENANG & CALCUTTA ... "FOOKSANG" ... Tuesday, 30th Sept., 2 P.M.
FOR MANILA ... "YUENSANG" ... Saturday, 4th Oct., 2 P.M.
FOR SINGAPORE, PENANG & CALCUTTA ... "LAISANG" ... Saturday, 4th Oct., 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KITSANG," "NAMSANG" and "FOOKSANG" leave about every 2 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. The service is supplemented by the "LAISANG," "KUMSANG," "LOVAT," "YATUNG" and "SUNGANG" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 8 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Y'tse, Chefoo, T'ian, Dally, W'wai, T'ian & N'chwang.
Telephone No. 215, Sub. Exch. 1.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 22nd September, 1913. [14]

BRITISH INDIA S. N. CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULFALA," 4,154 tons gross, Captain Chidley, will be despatched for YOKOHAMA, KOBE and MOJI on the 4th October, at 4 P.M., taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Telephone No. 215.
Hongkong, 22nd September, 1913. [50]

THE ROYAL MAIL STEAM

PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR

STEAMERS DATE OF DEPARTURE

LONDON & ANTWERP ... "RADNORSHIRE" ... On 16th Oct.

LONDON & ANTWERP ... "VESTALIA" ... On 25th Oct.

LONDON & ANTWERP ... "DEN OF RUTHVEN" ... On 15th Nov.

LONDON & ANTWERP ... "DENBIGHSHIRE" ... On 20th Nov.

NEW TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND ... "DEN OF AIRLIE" ... On 16th Nov.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND ... "MONMOUTHSHIRE" ... On 14th Dec.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No. 9.
JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Hongkong, 18th September, 1913. [49]

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "JELUNGA," 5,205 tons, Captain J. R. O. Sullivan, will be despatched for YOKOHAMA, KOBE and MOJI on 24th September, at 4 p.m.
S.S. "JAPAN," 5,015 tons, Captain C. P. Seddon, will be despatched to KOBE and MOJI on 25th September, at 3 p.m.

WESTWARD.

S.S. "DILWARA," 5,328 tons, Captain G. N. Ramage, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 26th September, at 3 p.m.
S.S. "JELUNGA," 5,205 tons, Captain J. R. O. Sullivan, will be despatched as above on 15th October.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
AGENTS.
Hongkong, 23rd September, 1913.

PACIFIC MAILS S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO.

DESTINATION	COMFORT.	SAFETY.	SPEED.
MONGOLIA 27,000 tons, twin screws.	From HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea).	YOKOHAMA and HONO- LULU (the Paradise of the Pacific) through Service via	NEW YORK to Europe.
MANCHURIA 27,000 tons, twin screws.			
KOREA 18,000 tons, twin screws.			
SIBERIA 18,000 tons, twin screws.			
NILE 11,000 tons.			
CHINA 10,200 tons.			
PERSIA 9,000 tons.			

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

THE COST.—By this route to London with its unrivalled opportunities is £71-10-0, for a return ticket £120. To San Francisco via Japan and Honolulu the cost is £45. By the INTERMEDIATE SERVICE First Class accommodations are provided for £65 to London (return ticket £109) and to San Francisco £36. SPECIAL RATES to Army and Navy Officers, Diplomatic, Consular and Civil Service, on application.

STEAMERS	Tons	Sailing
SIBERIA	18,000	SATURDAY, 4th Oct., at 1 p.m.
CHINA	10,200	TUESDAY, 14th Oct., at Noon.
MANCHURIA	27,000	TUESDAY, 21st Oct., at 1 p.m.
NILE	11,000	TUESDAY, 28th Oct., at 9:45 a.m.
MONGOLIA	27,000	SATURDAY, 8th Nov., at 1 p.m.
PERSIA	9,000	TUESDAY, 25th Nov., at Noon.
KOREA	18,000	TUESDAY, 9th Dec., at 1 p.m.
SIBERIA	18,000	TUESDAY, 16th Dec., at 1 p.m.

*INTERMEDIATE STEAMERS.
Passengers holding through Tickets have the privilege of travelling by Train between Kobe and YOKOHAMA Free of Charge.

HONGKONG—MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	From MANILA.	Due Hongkong.
14th Oct. ... CHINA ...	16th Oct.	24th Sept. ... SIBERIA ...	26th Sept.	
28th Oct. ... NILE ...	30th Oct.	2nd Oct. ... CHINA ...	4th Oct.	
25th Nov. ... PERSIA ...	27th Nov.	9th Oct. ... MANCHURIA ...	11th Oct.	
30th Dec. ... CHINA ...	1st Jan.	18th Oct. ... NILE ...	20th Oct.	
10th Jan. ... NILE ...	12th Jan.	30th Oct. ... MONGOLIA ...	1st Nov.	

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).
R. C. MORTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

FOR STRAITS TO SAIL.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to
S. O. DE BUS-IERRE, ACTING AGENT,
QUEEN'S BUILDING.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, "PEKING" ... 6,500 ... On 29th Sept.
KOBE and MOJI "JAPAN" ... 9,000 ... About 2nd Oct.
For Freight and Further Particulars, apply to
ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
From HONGKONG: 27th Sept. Connecting with "KATANGA" 12th Oct.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For Rates and Further Information, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 24th SEPT., 1913.

8 a.m. HEUNGSHAN. 8 a.m. HONAM.
10 p.m. FATSHAN. 5 p.m. KINSHAN.

THURSDAY, 25th SEPT., 1913.

8 a.m. HONAM. 8 a.m. HEUNGSHAN.
10 p.m. KINSHAN. 5 p.m. FATSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 28th SEPTEMBER, 1913.

The Company's Steamship

"SUI AN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor) opposite the Blake Pier.

SAN FRANCISCO SCENIC ROUTE
TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.
S.S. TENYO MARU ... 22,000 tons.
S.S. CHIYO MARU ... 22,000 tons.
S.S. SHINYO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (Intermediate).
S.S. HONGKONG MARU ... 11,000 tons. (Intermediate).
THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraphy, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom, Brass Beds, Porcelain Bathrooms, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundreds of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 628.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

57] 5, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)
MONTHLY FAST SERVICE TO TRIESTE (VENICE)
VIA SINGAPORE, COLOMBO, ADEN, SUZ and PORT SAID
S.S. "KOBBER" 9,900 tons, will leave as above on 15th October at 4 p.m.
Superior accommodation for 1st and 2nd Class passengers, no tips, no inside cabins. Doctor Stewardsess, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £26 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUZ and PORT SAID
S.S. "AUSTRIA" 14,000 tons, will leave as above about 1st October.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surplus. Doctor Stewardsess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lugano, Paris, Calais or Boulogne, Class I £23.15, II £21.15.
Via Venice, Milan, St. Gothard, Lucerne, Bern, Lausanne, Calais or Boulogne, Class I £23.15, II £21.15.
BY SEMBRING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Calais or Boulogne, Class I £23.15, II £21.15.
BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £27.15, II £25.15.
TO SHANGHAI
S.S. "KOBBER" 9,900 tons, will leave as above on 1st October, at 5 a.m.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
TO KOBE via SHANGHAI, YOKOHAMA.
S.S. "PERSIA" 12,500 tons, will leave as above about 27th September.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.
SANDER, WIELER & Co., Agents.
Hongkong, 19th September, 1913.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	HIRANO MARU Capt. H. Fraser,	16,000	WEDNESDAY, 26th Oct., at 11 p.m.
YOKOHAMA, KOBE, SHANGHAI, MOJI, KOBE, YOKOHAMA	YOKOHAMA MARU Capt. S. Wada,	12,500	TUESDAY, 27th Oct., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler,	9,300	WEDNESDAY, 24th Sept., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	INABA MARU Capt. Tominga,	12,500	WEDNESDAY, 22nd Oct., at Noon.
SHANGHAI, KOBE and YOKOHAMA	HAKATA MARU Capt. H. Nomura,	12,000	SATURDAY, 4th October.
SHANGHAI, MOJI and KOBE	RANGOON MARU Capt. Kamoshita,	12,000	MONDAY, 29th September.
	KAMO MARU Capt. K. Kawara,	16,000	WEDNESDAY, 24th Sept., at 5 p.m.
	KANAGAWA MARU Capt. Maschida,	12,500	MONDAY, 29th September.
	PENANG MARU Capt. Murazumi,	12,000	SATURDAY, 27th September.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

[11-12-1

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamer	Due at	Due at
"ORIENTAL" leaves YOKOHAMA	Colombo.	SHANGHAI	HONGKONG	from Colombo to Marseilles and London	MARSEILLES	LYONS
p.m.		10 p.m.	1 p.m.		Saturday	Friday
Thurs.		Tues.	Satur.		Feb. 14	Feb. 20
Jan. 3	EGYPT	Jan. 13	Jan. 17	MOOLTAN	Feb. 23	Mar. 6
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MORRA	Mar. 14	Mar. 20
Feb. 5	CHINA	Feb. 10	Feb. 14	MALJOJA	Mar. 28	Apr. 5
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARBOHA	Apr. 11	Apr. 17
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Apr. 25	May 1
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	May 9	May 15
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	May 23	May 29
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	June 6	June 12
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN		

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

	The Fares to London and Marseilles are as follows:—	LONDON
1st Saloon "A"	Accommodation Single	£55. Return £97.
"B"	"	" £59. " £99.
2nd Saloon "A"	"	" £44. " £66.
"B"	"	" £40. " £60.
1st Saloon "A"	Accommodation Single	£61. Return £91.
"B"	"	" £65. " £95.
2nd Saloon "A"	"	" £42. " £62.
"B"	"	" £38. " £57.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

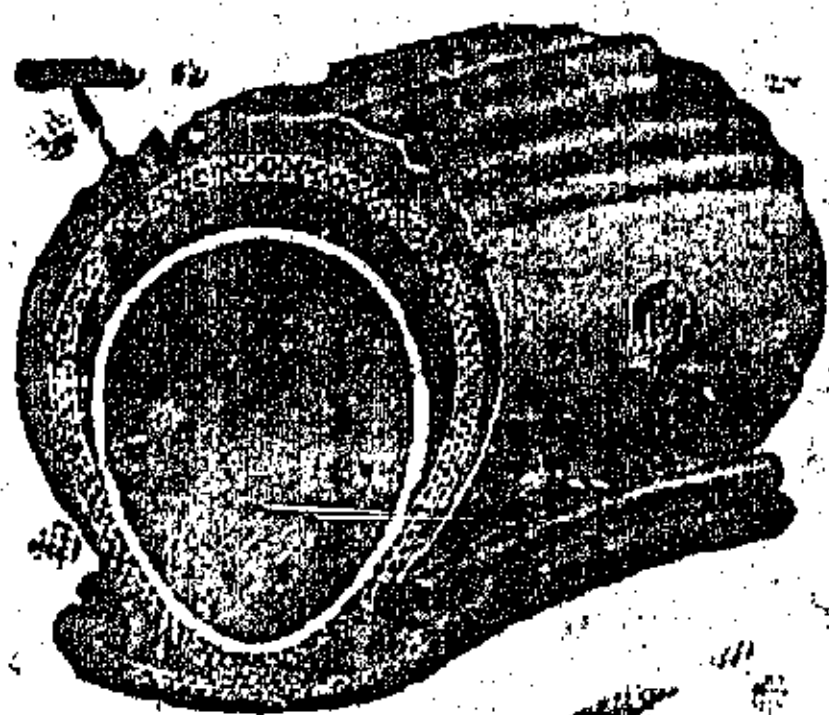
STEAMERS	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'RSILLES	Due at LONDON
BOERNEO	about Jan. 6	about Jan. 17	about Jan. 21	about Jan. 27	about Feb. 23	about Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 6	Mar. 13
NYANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NOEE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE	Mar. 5	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
SUMATRA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBA	Apr. 14	Apr. 25	Apr. 29	May 5	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO. FARES TO LONDON:
1st Saloon £50 Single. £75 Return.
2nd Saloon £35 " £52 " £77.

FARES TO MARSEILLES:
1st Saloon £46 Single.
2nd Saloon £33 " £50.
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%. For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

PETER'S UNION



PNEUMATIC

RICKSHAWS AND MOTOR CARS.

Representative for China:

HUGO C. A. FROMM.

Hongkong, 22nd September, 1913.

[44-35]



LEONHARDI'S

INKS, GUMS, TYPEWRITER RIBBONS
ARE THE BEST!LEONHARDI'S
CARBON PAPER
(PURPLE).

\$3.50 only Per Box of 100 Sheets.

RETAIL.

WING HING, STATIONER,
25, WELLINGTON STREET.

HUGO C. A. FROMM,

30, DES VŒUX ROAD CENTRAL, 1st FLOOR.

Hongkong, 22nd September, 1913.

[44-13]

NATURA MILK

LION



BRAND

BEST STERILIZED MILK
ON THE MARKET.

\$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,

Box 960.

20, DES VŒUX ROAD, 1ST FLOOR.

Hongkong, 22nd September, 1913.

[44-45]

POST OFFICE NOTICE.

The Yinchow, with Mail from London (via Siberia) of Friday, the 5th inst., is due to arrive here to-day.

The China, with the English Mail, left Singapore on Saturday, 20th inst., at 8 a.m., and is expected to arrive here to-day, at 2 p.m. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 20th ult., and for despatch overland on the 27th ult.

FOR	PER	DATE
Bangkok	Siam	Wednesday, 24th, 10.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island	Kumano Maru	Wednesday, 24th, 10.00 A.M.
Swatow	Chowai	Wednesday, 24th, 10.00 A.M.
Swatow	Haiman	Wednesday, 24th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE via SIBERIA)	Empress of India	Wednesday, 24th, 10.00 A.M.
Swatow, Amoy and Foochow	Kiao Maru	Wednesday, 24th, 1.00 P.M.
Japan via Yokohama	Shimada Maru	Wednesday, 24th, 3.00 P.M.
Philippine Islands	Rubi	Wednesday, 24th, 3.00 P.M.
Japan via Kobe	Kamo Maru	Wednesday, 24th, 4.00 P.M.
Haigun	Devanagari	Wednesday, 24th, 4.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE via SIBERIA)	China	Wednesday, 24th, 5.00 P.M.
Hoikow and Straits	Tientsin	Wednesday, 24th, 5.00 P.M.
Shanghai and North China	Chowai	Thursday, 25th, 11.00 A.M.
Fort Bayard, Haiphong, Peking and Saigon	Hue	Thursday, 25th, 11.00 A.M.
Shanghai and North China	Luchow	Thursday, 25th, 3.00 P.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, and CANADA via SAN FRANCISCO (EUROPE via SIBERIA)	Shimo Maru	Thursday, 25th, 3.00 P.M.
Swatow, Amoy and Foochow	Hachioji	Friday, 26th, 11.00 A.M.
Tsingtau, Weihaiwei, Chefoo and Tientsin	Hachioji	Friday, 26th, 11.00 A.M.
Shanghai, North China and Japan via Kobe	Namsan	Friday, 26th, 11.00 A.M.
Straits and India via Calcutta	Japan	Friday, 26th, 2.00 P.M.
Ningpo, Shanghai, and North China	Delicra	Friday, 26th, 2.00 P.M.
Shanghai	Shanghai	Friday, 26th, 5.00 P.M.
WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT, and EUROPE via BRINDISI (Late Letters 11.00 to NOON, Extra Postage 10 cents.)	Assaye	Saturday, 27th, 1.00 P.M.
(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel mail will be closed Friday, 26th inst., at 5 p.m.		
Philippine Islands	Loongsaang	Saturday, 27th, 1.00 P.M.
Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin	Taiyuan	Saturday, 27th, 2.00 P.M.
Shanghai and North China (EUROPE via SIBERIA)	Yingchow	Saturday, 27th, 5.00 P.M.
Jessellton, Kukat and Sandakan	Borneo	Saturday, 27th, 5.00 P.M.
Shanghai, North China and Japan via Yokohama	Ichang	Sunday, 28th, 3.00 P.M.
Swatow, Amoy and Foochow	Haiyang	Sunday, 29th, 4.00 P.M.
Chinwangto	Heikang	Tuesday, 30th, 10.00 A.M.
Straits and India via Calcutta	Feokang	Tuesday, 30th, 11.00 A.M.
Philippine Islands	Taming	Tuesday, 30th, 1.00 P.M.
		— OCTOBER —
Printed Matter and Samples		Wednesday, 1st, 8.30 A.M.
Registration		Wednesday, 1st, 9.30 A.M.
Registration with late fee of 10 cents up to 11.00 A.M.		Wednesday, 1st, 11.00 A.M.
Letters		Wednesday, 1st, 11.00 A.M.
Shanghai and North China	Anhui	Thursday, 2nd, 3.00 P.M.
Philippine Islands, Yap, Maroon, Friedrich Wilhelmshafen, Rabaul, Herbertshöhe, Matupi, Australia, Tasmania, New Zealand via Brisbane	Coblenz	Saturday, 4th, 8.00 A.M.
Straits and India via Calcutta	Laisang	Saturday, 4th, 1.00 P.M.
Philippine Islands	Zafiro	Saturday, 4th, 3.00 P.M.

COMMERCIAL.

CLOSING QUOTATIONS.
September 23rd.

ON LONDON:	
Telegraphic Transfer	2-1
Bank Bills, on demand	2-1
Bank Bills, at 30 days' sight	2-1
Bank Bills, at 4 months' sight	2-1
Credits, at 4 months' sight	2-1
Documentary Bills 4 months' sight	2-1
ON PARIS:	
Bank Bills, on demand	256
Credits, at 4 months' sight	251
ON GERMANY:	
On demand	206
ON NEW YORK:	
Bank Bills, on demand	49
Credits, at 60 days' sight	50
ON BOMBAY:	
Telegraphic Transfer	150
Bank, on demand	15
ON CALCUTTA:	
Telegraphic Transfer	150
Bank, on demand	150
ON SHANGHAI:	
Bank, at sight	72
Private, 30 days' sight	72
ON YOKOHAMA:	
On demand	90
ON MANILA:	
On demand	90
ON SINGAPORE:	
On demand	86
ON BATAVIA:	
On demand	122
ON HAIKONG:	
On demand	14
ON SAIGON:	
On demand	76
ON BANGKOK:	
On demand	76
SOVEREIGNS, Bank's Buying Rate	\$8.8
GOLD LEAF, 100 fine, per tael	\$82.20
SILVER, per oz.	28.1

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$8.15 discount.
Chinese	10	\$8.05
Hongkong	20	\$8.80
Hongkong	10	\$8.12

MAILS VIA SIBERIA.

September 5th.	September 20th.
September 6th.	September 22nd.

SHARE LIST.—QUOTATIONS.

HONGKONG, 23rd September, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$790, net, & sol.	5 1/2 p.c.
China Borneo Company, Limited	50,000	\$12	all	\$1,000, net, & sol.	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$1	all	\$4	
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$9, sellers	7 1/2 p.c.
COTTON MILLS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 13 1/4, buy.	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$9 1/2, sellers	5 p.c.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$8	
DOCK AND WHARVES.—					
H.K. & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$90	5 p.c.
H.K. & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$77 1/2, buyers	3 1/2 p.c.
New Amoy Dock Co., Limited	10,000	\$63	all	\$63	
S'hai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 53, buyers	7 1/2 p.c.
S'hai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 100	
Green Island Cement Co., Limited	400,000	\$10	all	\$6.80	
Hongkong Electric Co., Limited	60,000	\$10	all	\$41, sales	4 p.c.
Hongkong Hotel Company, Limited	12,000	\$50	all	\$125	5 p.c.
Manila Metropole Hotel, Limited	15,000	Pa. 10	all	\$25, sellers	
Hongkong Ice Company, Limited	5,000	\$25	all	\$175, sellers	5 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$25	3 1/2 p.c.
H.K. & South China Steamship Co., Ltd.	15,000	\$10	all	\$2	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	5/2	all	9/6, buyers	
INSURANCE.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$320, buyers	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$148, buyers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$365, buyers	7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 13 1/4	
Union Insurance Society, Limited	12,400	\$250	\$100	\$785	6 1/2 p.c.
Wangtung Insurance Association, Ltd.	12,000	\$100	\$50	\$192 1/2, @ Ex 73	
LANE AND BUILDING.—					
H.K. Land Investment Agency Co., Ltd.	50,000	\$100	all	\$113, sellers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	35,000	\$100	\$75	\$103	
Hampshire Estate and Finance Co., Ltd.	150,000	\$10	all	\$9, buyers	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$32	\$20	\$46	7 1/2 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 89	
West Point Building Co., Limited	12,500	\$50	all	\$72, sellers	5 1/2 p.c.
Mastchappij tot Mijn. Bosh-on	25,000	Gds. 10	all	Tls. 24	
Landbouw exploitatie in Langkat					
Mining.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$21	all	\$2 1/2	
Heavwood Tin and Rubber Estate, Ltd.	822,000	2/2	all	\$3.10, buyers	
Bank Australia Gold Mining Co., Ltd.	200,000	\$21	all	\$5 1/2	
Trounch Mines, Limited	160,000	\$21	all	\$5 1/2	
Peak Tramways Co., Limited	25,000	\$10	all	\$10 1/2	7 1/2 p.c.
Philippine Co., Limited	50,000	\$10	all	\$5	
Pulpes et Papeteries du Tonkin Societe des	75,000	\$10	all	\$20, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$94	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$35, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$9, sellers	5 p.c.
Douglas Steamship Co., Limited	20,000	\$50	all	\$35, sellers	7 1/2 p.c.
H.K. & Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$23 1/2, buyers	
Indo-China Steam Navigation Co., Ltd.	50,000 pref.	\$5	all	\$78, net, 1/2 do. & buy. 1/2 do.	
Shall Transport & Trading Co., Ltd.	50,000 ord.	\$21	all	\$106	6 p.c.
Star Ferry Company, Limited	2,500,000	\$10	all	\$67, buyers	3 1/2 p.c.
South China Morning Post, Limited	30,000	\$25	all	\$2	
Steam Laundry Company, Limited	20,000	\$5	all	\$4	
STORES AND DISPENSARIES.—					
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25	
Powell, Wm., Limited	15,000	\$7	all	\$10 1/2	4 p.c.
Watson & Co., A. S., Limited	90,000	\$10	all	\$8, sellers	
Weissmann, Limited	5,000	\$10	all	\$31	
Union Waterworks Co., Limited	50,000	\$10	all	\$17, buyers	5 1/2 p.c.

Para Rubber in London ... 3/6 per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share Brokers.

TO-DAY	Tuesday, 30th Sept. —
Noon—Douglas Steamship Co., Ltd. Meeting of Shareholders.	5 p.m.—U.S.R.C. Extraordinary General Meeting at the U.S.R.C. Ground.
TO-MORROW	Thursday, 2nd Oct. —
6 p.m.—Club Germania Drawing of 60 Debentures at the Club.	11.30 a.m.—H.K. Cotton Spinning, Weaving & Dyeing Co., Ltd. Meeting of Shareholders.
5 p.m.—V.R.C. Annual Aquatic Sports in the Bath.—1st day.	Saturday, 4th Oct. —
	Noon—Hongkong Hotel Co., Ltd. Extraordinary General Meeting.

FORTHCOMING EVENTS.	ON SALE.
Friday, 26th Sept. —	FOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE, 1913. With INDEX. Price \$7.50.
5 p.m.—V.R.C. Annual Aquatic Sports in the Bath.—2nd day.	On Sale at the "HONGKONG DAILY PRESS" Office.
Saturday, 27th Sept. —	Hongkong, 30th July, 1913.
4 p.m.—V.R.C. Annual Aquatic Sports in the Bath.—3rd day.	
Monday, 29th Sept. —	
3 p.m.—Auction of Crown Land at Fife Street, Mong Kok, by Public Works Dept.	
5.15 p.m.—Hongkong St. Andrew's Society Annual General Meeting at the City Hall.	

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